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FROM

The Commission

REPORT

OF THE

PUBLIC SERVICE COMMISSION

FOR THE FIRST DISTRICT

OF THE

STATE OF NEW YORK

For the Year Ending December 31, 1914

Vol. I.

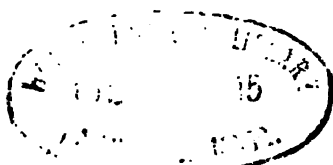
Report and Appendices A to D, inclusive

TRANSMITTED TO THE LEGISLATURE JANUARY 15, 1915

ALBANY

J. B. LYON COMPANY, PRINTERS

1915



The Commission



STATE OF NEW YORK

No. 20.

IN SENATE

JANUARY 15, 1915.

REPORT OF THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

NEW YORK, *January 13, 1915.*

Honorable EDWARD SCHOENECK, *President of the Senate.*

Honorable THADDEUS C. SWEET, *Speaker of the Assembly.*

SIRS: — The Public Service Commission for the First District of the State of New York herewith transmits to the Legislature its report for the year ending December 31, 1914.

Respectfully,

EDWARD E. McCALL,

Chairman.

MILO R. MALTBY,

J. SERGEANT CRAM,

GEORGE V. S. WILLIAMS,

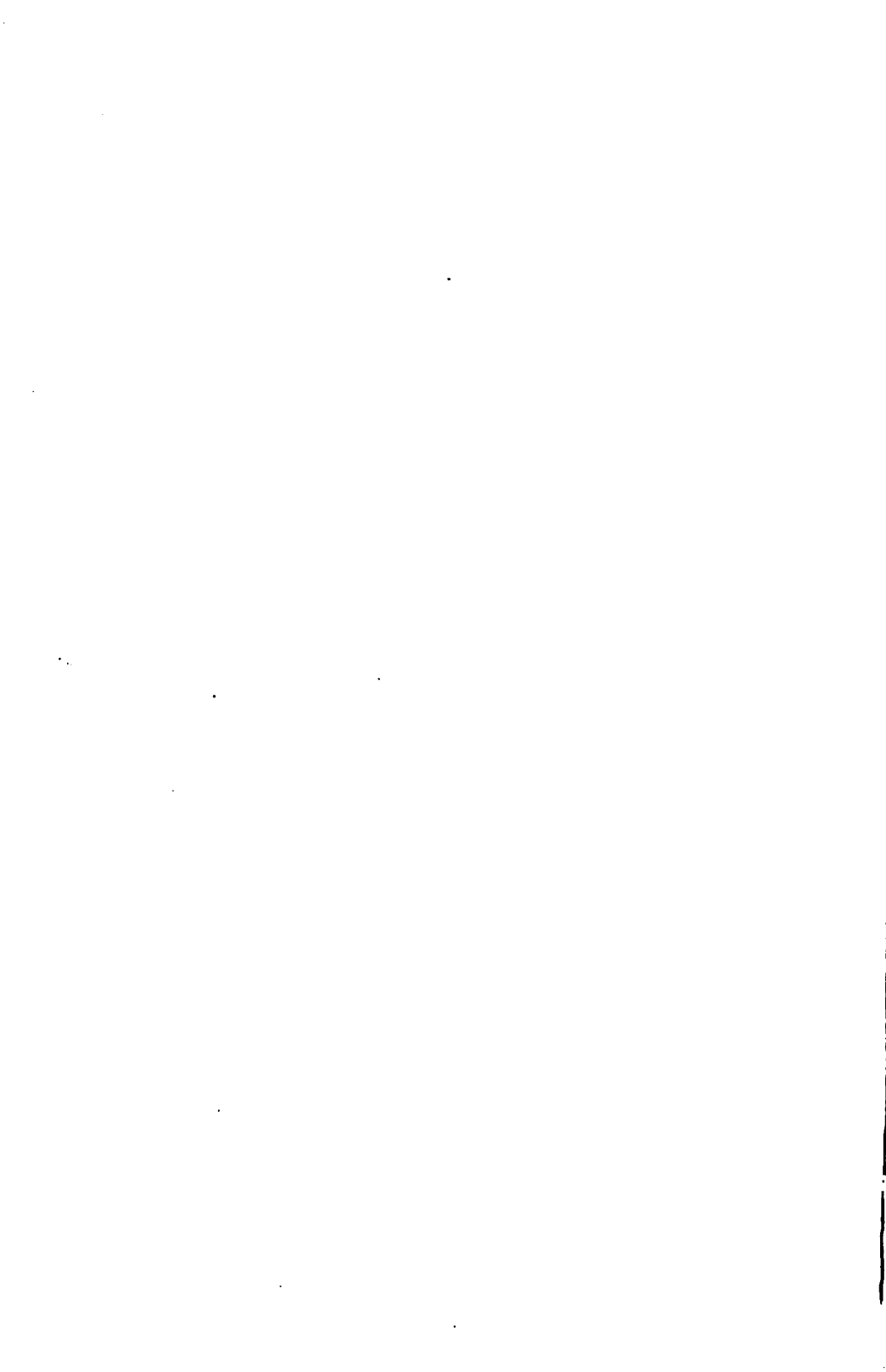
ROBERT C. WOOD,

Commissioners.



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CHAPTER I

GENERAL

NEW YORK CITY, *January 11, 1915.*

To the Honorable, the Legislature of the State of New York:

In conformity with the law, the Public Service Commission for the First District herewith presents to the Legislature its eighth annual report, covering the year ending December 31, 1914.

On May 29, 1914, by appointment of the Governor, with the approval of the Senate, Robert C. Wood succeeded John E. Eustis as member of the Commission, for the term ending January 31, 1919.

The Legislature of 1914 enacted certain amendments to the Rapid Transit Act, under which the Commission for this District plans and supervises the construction of additional rapid transit railroads. One permits the installation of public telephone booths in the stations of rapid transit railroads; and another authorizes the Commission, with the consent of the Board of Estimate and Apportionment, to permit a company operating an existing rapid transit railroad to change its route and obtain a franchise over a new route upon the surrender of a corresponding stretch of the old franchise. In accordance with the former, the New York Telephone Company is preparing to make a proposition for the installation of public telephones in the existing subway and in the new lines of the Dual System. Under the latter, the New York Consolidated Railroad Company, which operates the elevated railroads in Brooklyn, has petitioned the Commission to permit a change of its route in the neighborhood of Borough Hall, Brooklyn, so that the existing elevated railroad structure will be removed from Fulton street and diverted to Adams street for the stretch between Borough Hall and the Brooklyn bridge. As this change would involve a considerable expenditure by the City of

New York, the Commission has submitted the matter to the Board of Estimate and Apportionment with a request that it be informed whether the City will provide the necessary funds for this purpose. In case of a favorable reply the Commission, undoubtedly, will grant the company's application, as the proposed change will greatly benefit the Borough Hall section of Brooklyn.

The running expenses of the Commission during the year, as set forth in the Auditor's report, amounted to practically \$3,000,000. Of this amount, \$2,500,000 was chargeable to rapid transit, that is, to the expenses necessarily incurred in the preparation of plans, letting of contracts, supervision of construction and other work required to provide the additional rapid transit facilities now under construction. Under the Dual System contracts these expenses of the Commission are included in the cost of construction of the rapid transit lines, that is to say, they become a part of the City capitalization upon which the companies make interest and sinking fund payments. The increase in expenses of the Commission on its rapid transit work is due to the large increase in the amount of its engineering work, as set forth in chapter III of this report. These expenses are based on an engineering expense of 6 per cent of the cost of construction, which is considerably less than many public departments have sustained on large construction work and as low as has been accomplished by large private enterprises.

The remaining expenses of the Commission, about \$500,000, that is, about 15 per cent of the total expenses, are incurred in connection with the duties of the Commission under the Public Service Commissions Law and the Railroad Law, that is to say, on regulation work.

The total number of employees of the Commission at the end of the year was 2,100. Of these, 1,800 are engaged exclusively on rapid transit work, the remainder, 300, in regulation work. This represents an increase in two years' time of approximately 1,400 employees; and during this period the Commission has awarded about \$80,000,000 worth of additional rapid transit construction contracts. The Commission several years ago put in effect regulations with respect to efficiency marks and promotions, under which it has been possible to expand the engineering organization

by the promotion of experienced men, so that the additions to the force have been in the bottom grades. Some difficulty has been experienced in this expansion, due to the inability of the State Civil Service Commission to obtain sufficient applicants for the various technical examinations that it had to hold at the request of the Commission.

The Commission herewith reports the work it has done during the year 1914 under the various statutes governing its operations, namely, the Rapid Transit Act, the Public Service Commissions Law and the Railroad Law.

RAPID TRANSIT

The Commission has continued during the year the work of supervising the construction of certain sections of the Dual System of rapid transit; awarding new contracts for additional sections, and preparing plans for other sections. From January 1, to December 31, 1914, it has awarded twenty-four construction contracts and several contracts for track materials and installation, at a total estimated cost of about \$52,000,000. This is more than double the amount awarded during the year 1913, when, as stated in the report for that year, thirteen contracts were awarded, aggregating about \$24,000,000. Upon these and contracts previously awarded, the Commission during the year expended a total of \$26,108,884.91 in monthly estimates to the several contractors and for the purchase of real estate for right of way, etc. Of this amount, \$21,270,356.24 was provided by the City of New York and \$4,838,528.67 by the Interborough Rapid Transit Company and the New York Municipal Railway Corporation as part of their contributions to the cost of construction of the new lines.

The contracts awarded during the year were:

To New York Municipal Railway Corporation, for reconstruction of Route No. 9-0, approximately \$600,000.

To New York Municipal Railway Corporation, for Section 1 of Route No. 39. To be built at cost.

To Rapid Transit Subway Construction Company, for Section 6 of Routes Nos. 4 and 38, \$2,292,943.50.

To Degnon Contracting Company, for Section 2 of Routes Nos. 4 and 38, \$3,059,522.

To Oscar Daniels Company, for Section 1 of Route No. 18, \$914,400.25.

To Cooper and Evans Company, for section 2 of Route No. 16, \$1,076,831.

To Rapid Transit Subway Construction Company, for reconstruction of Route No. 26, \$383,910.75.

To United States Realty and Improvement Company, for Section 4 of Routes Nos. 4 and 38, \$1,837,726.50.

To Cranford Company, for Section 1-A of Route No. 12, \$2,225,519.25.

To Booth and Flinn, Ltd., for Section .1 of Route No. 33, \$2,059,182.

To Rapid Transit Subway Construction Company, for Section 1 of Routes Nos. 4 and 38, \$2,121,077.25.

To Rapid Transit Subway Construction Company, for Section 7 of Route No. 5, \$1,915,164.50.

To Cranford Company, for Section 1 of Route No. 12, \$2,195,296.25.

To United States Realty and Improvement Company, for Section 2 of Routes Nos. 4 and 38, \$2,657,004.50.

To Flinn-O'Rourke Company, Inc., for Section 2 of Route No. 33, \$5,974,809.50.

To Underpinning and Foundation Company, for Section 2 of Route No. 20, \$1,822,994.25.

To Degnon Contracting Company, for Section 5 of Routes Nos. 4 and 36, \$2,819,511.

To Flinn-O'Rourke Company, Inc., for Section 3 of Route No. 48, \$6,469,916.25.

To Holbrook, Cabot and Rollins Corporation, for Section No. 6-A of Routes Nos. 4 and 38, \$421,566.

To Rapid Transit Subway Construction Company, for Section No. 1-A of Routes Nos. 4 and 38, \$474,244.

To Flinn-O'Rourke Company, Inc., for Section 3 of Route No. 33, \$3,395,152.

To Rapid Transit Subway Construction Company, for Section No. 1 of Routes Nos. 43 and 26, \$3,097,312.50.

To Frederick L. Cranford, Inc., for Section 1 of Route No. 48, \$1,571,363.50.

To Smith, Hauser and Mac Isaac, Inc., for Section 2 of Route No. 48, \$2,254,670.

To Thomas Crimmins Contracting Company, for track installation in the Fourth Avenue, Brooklyn, subway, \$210,880.

To Station Construction Company, Inc., for station finish work on Sections 1 and 2 of Route No. 11-B, \$251,133.72.

To various contractors, for Special Work for Fourth Avenue, Brooklyn, subway, \$48,921.

To various contractors, for track materials for Fourth Avenue, Brooklyn, subway, \$409,053.36.

At the close of the year contracts for sixty-four of the eighty-three sections of the City-owned lines of the Dual System had been awarded, the aggregate of the contract prices for the same being about \$142,000,000. The greater part of this will be provided by The City of New York, which, under the Dual System agreements, is pledged to devote \$163,837,628.84 to the new construction work. The Interborough Rapid Transit Company, which will operate part of the Dual System, is obligated to provide \$58,000,000, and the New York Municipal Railway Corporation, which will operate the rest of the system, is obligated to contribute about \$14,000,000 to the cost of construction of City-owned lines. During the year 1914, the total amount of such contributions furnished by the companies was \$4,838,528.67, of which \$4,215,388.89 was provided by the Interborough Rapid Transit Company, and \$623,139.78 by the New York Municipal Railway Corporation.

Upon the outbreak of the European war, the City authorities decided upon a policy of retrenchment on account of the financial situation thereby created, curtailed expenditures and suspended the making of new contracts imposing additional financial

obligations upon the City government, except such as were absolutely necessary either to complete unfinished work or to keep the several departments in running order. Owing to the importance of completing the new rapid transit system at the earliest moment possible and on account of the vast amount of work under contract, it was wisely determined to except rapid transit work from this curtailment policy, with the result that the Commission was in no way hampered by the untoward financial conditions and continued the disbursement of public moneys each month in payment of the several contractors. No stoppage occurred in the construction work and no delay was occasioned in the preparation and advertisement of plans for additional sections. The Commission's disbursements on contracts during the year averaged about \$2,000,000 per month, and it is generally recognized that the placing of this new money in circulation had a beneficial effect upon business conditions.

The Labor Law.—Toward the end of the year a serious situation arose in connection with rapid transit construction because of the provisions of the state Labor Law. This law provides that none but citizens of the United States shall be employed on any public work or by any contractor doing public work. In one of the proceedings before the Commission it was brought out that the contractor was employing non-citizens for unskilled labor. The complainant then demanded that the contract be forfeited because of the employment of such aliens. The contractor in question, as soon as his attention was called to the facts, promptly discharged the aliens and put citizens in their places.

The same question was brought up in other proceedings, and as a result the several contractors on rapid transit work became alarmed, and one of them suspended work. Others threatened to do so, and at one time the Commission was confronted with the possibility of a general suspension of work on this account. Fearing a delay in the completion of the new lines, a taxpayer, Mr. W. E. Heim, of No. 1 Madison avenue, New York City, in November, brought suit for an injunction to restrain the Commission from forfeiting any contracts or suspending any payments to contractors on account of the employment by contractors of alien laborers, alleging that this provision of the Labor Law

was unconstitutional and in contravention of the treaties between the United States and Italy and other foreign powers. The lower court sustained the Labor Law, but the plaintiff immediately appealed to the Appellate Division of the Supreme Court.

On December 31, 1914, the Appellate Division handed down a decision reversing the lower court and holding this provision of the law unconstitutional. The Commission immediately instructed its counsel to take an appeal to the Court of Appeals, and this will be done at once. The decision of the court of last resort is greatly desired as the question is of the utmost importance at this juncture, as the right to employ aliens for common labor will have an influence on the prices bid for future rapid transit contracts.

New Contracts. — It has been the policy of the Commission to give preference to the long-time contracts, that is, to complete first the plans for those sections which will take the longest time to build. A number of such contracts have been awarded during the year just closed, particularly the contracts for two of the new tunnels under the East river, and several contracts for underground work in the business districts of Manhattan and Brooklyn, where, owing to traffic and subsurface conditions, progress upon such work is necessarily slow. Subaqueous tunnels involve the most dangerous and difficult construction work on the new rapid transit lines. The Dual System contracts call for four such tunnels under the East river. One of these, the Steinway Tunnel, is already completed from 42d street, Manhattan, to Long Island City. This tunnel was built by the Interborough Rapid Transit interests at a cost of about \$8,000,000, and was purchased by the City of New York, under the Dual System agreements, for \$3,000,000. It is now being reconstructed to fit it for operation by that company in connection with the new system.

Of the other three tunnels, two will be operated by the New York Municipal Railway Corporation and one by the Interborough Rapid Transit Company. One of the former will leave 14th street, Manhattan, and run to North 7th street, Brooklyn. It will be a part of the 14th Street-Eastern line. Plans for this tunnel have not yet been prepared.

The two other tunnels run to Brooklyn from down-town points in Manhattan, one from Old Slip, Manhattan, to Clark street, Brooklyn, for operation by the Interborough Rapid Transit Company; and the other from Whitehall street, Manhattan, to Montague street, Brooklyn, for operation by the New York Municipal Railway Corporation. During the year plans were perfected for these two tunnels and bids for their construction solicited in the usual way by public advertisement. Six of the largest contracting firms in New York City submitted bids in this competition, and the contract was awarded to the lowest bidder for both tunnels, namely, Booth and Flinn, Limited, and the O'Rourke Engineering Construction Company. Subsequently these concerns formed the Flinn-O'Rourke Company, Inc., to which the contracts were assigned. Actual construction work on this contract, the largest ever awarded on rapid transit work with the exception of the \$35,000,000 contract given to John B. McDonald for the original subway, was begun October 13, 1914. The time limit for the construction of each tunnel is forty-two months.

TEMPORARY OPERATION

Some of the new rapid transit lines are approaching completion, and under the Dual System contracts will be placed in temporary operation pending the completion of the whole system. Prominent among these are the Steinway Tunnel, above alluded to, and the Fourth Avenue subway in Brooklyn.

After the opening for temporary operation of the Steinway Tunnel and the Fourth Avenue subway, the next relief to be provided by the Dual System will come from the operation of the new elevated railroads and additions to existing roads of the same type, owned and operated by the two companies. The New York Municipal Railway Corporation has about completed the Lutheran Cemetery line, which should be placed in operation this year. This is an elevated railroad running from the existing elevated railroad through Myrtle avenue, Brooklyn, over the company's right of way to Metropolitan avenue, near Lutheran cemetery. The company has also completed the elevated connection between the Myrtle Avenue and the Broadway elevated railroads, which already has been placed in operation. It is building an elevated

extension of the Fulton Street line out Liberty avenue to Lefferts avenue, in Queens Borough, and is also constructing third-tracks on the Fulton Street and Broadway elevated roads. It should be possible to begin operation of these additional tracks during the year 1916, and such operation will be a great accommodation to the public, as it will afford express service to and from Manhattan—a service that is impossible under existing conditions, as the present structures contain only two tracks and these, of necessity, must be used for local service. The addition of a third-track will permit the establishment of an express service as well as a continuation of the present local service. This will mean almost a revolution in the rapid transit facilities of Brooklyn.

The Interborough Rapid Transit Company, under the Dual System agreements, has the right to build additional tracks on the Second, Third and Ninth Avenue elevated railroads in Manhattan and The Bronx and to construct certain extensions of the same. It has already awarded contracts for the third-tracking work, which is well under way. In December, 1914, it was authorized by the Commission to award contracts for the connections between the elevated railroads and the new Dual System lines as well as for the extensions contemplated. It is expected that the third-tracking work will be finished by the end of the present year, when operation of the new tracks will be possible. Owing to the fact that the existing elevated structures are already partially third-tracked, the completion of the express tracks will not result in such a marked improvement as has been indicated for the Brooklyn elevated railroads, but nevertheless the improvement will be a great benefit to the traveling public as the express service on all lines will be extended from the down-town sections of Manhattan to the Harlem river and beyond.

Following the completion of the elevated railroad improvements, the opening of the elevated extension of the Lexington avenue subway through Jerome avenue to Woodlawn road, and of the extension of the existing subway from Bronx Park through White Plains road to 241st street, and of the new elevated railroads in Queens Borough may be expected. After that will come the opening of the main subway lines, like the Lexington Avenue, Seventh Avenue and Broadway subways in Manhattan; the

Eastern Parkway and Nostrand Avenue subways and the New Utrecht Avenue and Gravesend Avenue elevated branches of the Fourth Avenue subway in Brooklyn; and last of all the new tunnels under the East river. During the present year the Commission expects to complete the plans for the 14th Street-Eastern line, as well as for all other sections of the Dual System not already under contract. The details of the year's work of the Commission and the progress of construction are given in full in chapters II and III of this volume.

GRADE CROSSINGS

Again, the Commission respectfully calls the attention of the Legislature to the growing necessity for additional appropriations by the State for the elimination of grade crossings in the First District. The Legislature of 1914, like the Legislatures of 1913 and 1912, either failed to make appropriations for this purpose or such appropriations as were made were rendered void by gubernatorial veto. As a result, the work of this Commission in so far as the ordering of additional elimination is concerned, has been at a stand-still for three years. Under the law the Commission cannot order such elimination work done until the State has appropriated its share of the cost, which is borne one-half by the railroad company, one-fourth by the State and one-fourth by the City. There are 450 grade crossings of steam and high speed electric railroads within the First District, and it is estimated that it will cost \$30,000,000 to eliminate them. Many of them are dangerous crossings, and the danger is growing from year to year with the growth of traffic, both on the railroads and on the highways intersecting them. Fatal accidents occur every year, and while the Commission has endeavored to supply protection by gates or otherwise to all such crossings, experience has shown that only the separation of grades will put an end to such fatal accidents. The Commission urges upon your honorable body the appropriation by the State of at least \$500,000 for the year 1915. This will make it possible for the Commission to order elimination work costing \$2,000,000, and to cause the expenditure of this amount of money upon the most dangerous crossings.

Not since the year 1911 has the State made appropriations for this purpose, and in that year and the year previous a total of \$500,000 was appropriated. This made possible elimination work costing about \$2,000,000. The Commission is pleased to report that much of the work ordered by it under these appropriations has been about completed. The elimination of nine dangerous grade crossings in Flushing, on the North Side division of The Long Island Railroad, is now complete. It was accomplished at a total cost of more than \$800,000, furnished in the proportions required by law by the company, the State and the City. The State's share was about \$200,000. The elimination was accomplished by elevating the railroad tracks to pass over two streets and then descending on a slight grade and passing under five streets, then gradually ascending to the original grade and again elevated to pass over two streets, and then descending to meet the existing grade of the tracks. The grades of the streets so crossed remain practically unchanged, except for two streets which were depressed about ten feet below the former level.

As stated in the Commission's annual report for 1913, the grade crossing of the Staten Island Railway at Amboy road, Huguenot, was eliminated toward the close of that year. Before elimination, the railroad was a one-track line and Amboy road was forty feet wide. The company double-tracked its road at the same time that the elimination work was done, so that now it is a two-track railroad and passes over Amboy road, which, at this point, has been widened to sixty feet. The final accounting for this work was made during the year 1914. It shows that the total cost was \$92,117.02, the State's proportion being \$18,109.60.

Another elimination of a grade crossing on Amboy road was accomplished in November, 1914. This is known as Crooks Crossing at Great Kills, where Amboy road crosses the tracks of the Staten Island Railway Company. The order for this elimination was issued by the Commission at about the same time as were the orders for the Flushing and Huguenot improvements. The work was accomplished by diverting Amboy road to pass under the tracks at a point about two hundred and seventy-five feet northeast of the original crossing, the tracks being raised

about six feet. The final accounting has been made, and shows that the total cost was \$101,987.33, the State's share being \$25,361.94.

Pending elimination the Commission has ordered the existing crossings protected in accordance with the requirements of the traffic. The following table shows the number of such crossings in each borough of the City, the number protected and the character of the protection:

BOROUGH	Public	Private	Total	Gates	Flag, day only	Flag, day and night	Bell	Sign	No pro- tection
Manhattan.....	104	.....	104	10	19	16	.....	.....	59
Brooklyn.....	55	1	56	23	.....	.....	.....	22	11
Bronx.....	2	.....	2	2	.....	.....	.....	.....	.....
Queens.....	156	21	177	150	.....	2	7	11	7
Richmond.....	82	29	111	51	6	1	17	29	7
	399	51	450	236	25	19	24	62	84

The following table shows the number of persons killed or injured at grade crossings in the First District from the year 1908 to the year 1914, inclusive:

COMPANY	KILLED						
	1908	1909	1910	1911	1912	1913	1914
New York Central Railroad.....	.....	1	1	4	1	1	.....
Long Island Railroad.....	15	12	13	24	7	8	6
Staten Island Rapid Transit Railway.....	.....	3	1	.....	.....	2	5
Staten Island Railway.....	1	1	.....	.....	.....	.....	.....
Brooklyn Rapid Transit.....	5	6	1	2	2	2	2
Totals.....	21	23	16	30	10	13	13

COMPANY	INJURED						
	1908	1909	1910	1911	1912	1913	1914
New York Central Railroad.....	11	5	2	6	2	5	5
Long Island Railroad.....	13	10	19	11	6	7	9
Staten Island Rapid Transit Railway.....	2	4	5	1	4	5	6
Staten Island Railway.....	.....	.....	4	7	.....	.....	.....
Brooklyn Rapid Transit.....	15	16	2	3	2	1	6
Totals.....	41	35	32	28	14	18	26

REGULATION OF CORPORATIONS

Under the Public Service Commissions Law the Commission continued the regulation and supervision of the corporations under its jurisdiction. These numbered 127. In addition there were 33 corporations under its jurisdiction as to special matters. Of the 127 under general jurisdiction, 72 are operating companies, 30 lessor companies and 25 inchoate or dormant companies.

The operating companies are divided as follows:

Street railroad companies	36
Stage companies	1
Steam railroad companies	5
Baggage or transfer companies.....	2
Gas companies	16
Gas-electric companies	3
Electric companies	6
Electric conduit companies.....	2
Steam companies	1

The lessor companies are divided as follows:

Street railroad companies.....	23
Steam railroad companies.....	4
Electric companies	3

The total capitalization, that is, stocks and bonds of 102 such operating and lessor companies is \$1,221,541,672. This is an increase of four companies and \$47,911,098 over 1913.

The following summary shows:

(1) Capitalization of public service corporations in 1907, when the Commission was created, and in 1914.

(2) Capitalization, output and receipts of gas and electric companies for the year ended December 31, 1913.

(3) Capitalization and revenue of transportation companies for the year ended June 30, 1914.

(4) Comparative summary of gas and electric companies for the calendar year 1908 and the calendar year 1913.

(5) Comparative summary of street railway operation for each fiscal year since the Commission was created, namely, for the year ended June 30, 1908, to the year ended June 30, 1914, inclusive.

CAPITALIZATION (IN STOCKS AND BONDS) OF PUBLIC SERVICE CORPORATIONS OF THE FIRST DISTRICT, 1907 AND 1914

[The figures in parentheses refer to the number of companies]

		1907		1914
Street and electric railways....	(59)	\$672,785,000	(59)	\$802,272,605 (a)
Steam railroads	(7)	37,617,460	(9)	36,731,460
Baggage and transfer companies.			(2)	1,250,000
Stage coach companies.....			(1)	65,000
Total common carriers....	(66)	710,402,460	(71)	840,319,065
Gas companies	(16)	209,588,800	(16)	210,669,500
Gas-electric companies	(3)	5,376,500	(3)	5,823,000
Electric light and power companies.	(7)	132,786,484	(9)	139,095,151
Electric conduit companies			(2)	17,458,000
Steam companies			(1)	8,176,956
Total light, heat and power	(26)	347,751,784	(31)	381,222,607
Total.	(92)	\$1,058,154,244	(102)	\$1,221,541,672

(a) The increase of \$37,000,000 as compared with 1913 is due mainly to an issue of \$32,000,000 bonds by the Interborough Rapid Transit Company.

NOTE.—This statement does not include the indebtedness of various corporations to financing and holding companies for advances made for capital purposes, since such advances are usually temporary in form (for example, demand notes). On the other hand, the statement includes securities of some operating companies owned by other companies as a means of control, and to that extent exceeds the amount of securities actually in the hands of the public. The amount of intercorporate holdings thus duplicated is approximately \$162,000,000.

The statement includes corporate stock issued by the City of New York for the construction of the first subway; also bonds issued by the Interborough Rapid Transit Company and the New York Municipal Railway Corporation to provide funds for the rapid transit lines projected by Contracts 3 and 4, signed March 19, 1913, but not any securities issued by the City for such purpose. Unimportant companies that are in either the inchoate or the dormant stage are omitted.

**CAPITALIZATION, OUTPUT AND RECEIPTS OF GAS AND ELECTRICAL COMPANIES,
YEAR ENDED DECEMBER 31, 1913**

	Capitalization in stocks and bonds	Gas (M cu. ft.) and electricity (kw. hrs.) sold	Receipts from sales
<i>Consolidated gas companies</i>			
Consolidated Gas Company of N. Y.	\$101,052,500	16,553,735.7	\$13,221,853 20
Astoria Light, Heat & Power Co., The...	875,000	10,356,156.5	4,492,649 42
New Amsterdam Gas Company (a)	40,400,000	3,190,403.9	2,519,976 29
Central Union Gas Company.....	7,055,000	2,521,794.9	2,015,148 53
Standard Gas Light Co. of the City of New York, The.....	10,476,400	2,082,826.0	1,650,792 33
New York Mutual Gas Light Co., The..	3,436,600	1,917,356.3	1,502,963 89
Northern Union Gas Company.....	2,750,000	1,470,344.6	1,151,869 30
New York & Queens Gas Company.....	1,416,000	220,679.3	216,725 01
<i>Brooklyn Union gas companies (b)</i>			
Brooklyn Union Gas Company, The....	33,000,000	13,443,065.2	10,086,808 26
Newtown Gas Company, The.....	60,000	742,039.8	707,301 96
Woodhaven Gas Light Company, The...	20,000	239,541.9	235,437 73
Jamaica Gas Light Company, The.....	200,000	162,952.2	161,043 60
Richmond Hill & Queens County Gas Light Company.....	250,000	127,832.4	124,920 72
<i>Other gas companies</i>			
Kings County Lighting Company.....	5,178,000	730,295.4	790,913 22
New York & Richmond Gas Company..	3,000,000	347,829.3	346,147 86
Brooklyn Borough Gas Company.....	1,500,000	318,505.7	309,093 61
<i>Gas-electrical companies</i>			
Flatbush Gas Company, The.....	335,000	G 721,534.9	575,508 35
		E 4,601,951	366,099 67
Queens Borough Gas & Electric Co., The.	4,062,500	G 254,019.0	293,013 78
		E 3,431,688	332,158 67
Bronx Gas & Electric Co., The.....	1,435,500	G 165,448.1	164,840 74
		E 2,255,476	148,351 60
<i>Electrical companies</i>			
New York Edison Co., The.....	88,231,717	540,028,777	22,979,425 77
Brush Electric Illuminating Company of New York, The.....	999,000	(Lessor company)	
United Electric Light & Power Co, The..	10,159,934	46,924,232	2,905,100 07
New York & Queens Electric Light & Power Company.....	4,850,000	17,714,973	1,068,765 10
Edison Electric Illuminating Company of Brooklyn.....	9,375,000	103,398,832	5,637,021 17
Kings County Electric Light & Power Co.	24,176,000	(Lessor company)	
Amsterdam Electric Light, Heat & Power Company.....	800,000	(Lessor company)	
Richmond Light & Railroad Co.....	(c) [5,071,750]	6,150,790	448,495 12
Bowery Bay Electric Light & Power Co..	3,500	557,031	28,173 96
Long Acre Electric Light & Power Co...	550,000	54,214	3,391 51
<i>Electric conduit companies</i>			
Consolidated Telegraph & Electrical Sub- way Company.....	4,810,000		(d) 1,568,357 96
Empire City Subway Co. (Limited).....	12,648,000		(d) 1,484,053 11

(a) Includes business conducted under the name of the East River Gas Company of Long Island City, the capital stock of which (\$1,000,000) is held by the New Amsterdam.

(b) Exclusive of the Flatbush Gas Company, which is here listed with gas-electrical companies.

(c) Represents the capitalization of both the railway and lighting departments.

(d) Received for rent of underground conduits.

CAPITALIZATION AND REVENUE OF TRANSPORTATION COMPANIES REPORTING TO
THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT
FISCAL YEAR ENDED JUNE 30, 1914

COMPANY (Names of lessor companies are indented)	Capitalization in stocks and bonds	Number of passengers (cash fares)	Total operating revenues (a)
STAGE COACH CORPORATION			
Fifth Avenue Coach Co.....	\$65,000 00	11,276,430	\$1,176,650 38
BAGGAGE TRANSFER COMPANIES			
New York Transfer Co.....	600,000 00	.....	452,843 64
Westcott Express Co.....	650,000 00	.....	882,674 16
STREAM RAILROADS			
<i>Operating Companies</i>			
East River Terminal R. R.....	10,000 00	.....	14,400 00
Jay Street Connecting R. R., The.....	10,000 00	.....	48,388 17
New York Dock Railway.....	3,000 00	.....	399,500 30
Staten Island Railway Co., The.....	1,661,000 00	2,378,853	874,560 66
Staten Island Rapid Transit Ry. Co., The	4,350,000 00	4,600,273	1,160,241 05
<i>Lessor Companies</i>			
Glendale & East River R. R. Co., The...	107,480 00	.....	.....
New York & Rockaway Beach Railway Co., The.....	2,964,000 00	.....	.....
New York, Brooklyn & Manhattan Beach Railway Co., The.....	2,726,000 00	.....	.....
Penna. Tunnel & Terminal R. R. Co....	25,000,000 00	.....	.....
STREET RAILWAYS			
<i>Elevated or Underground</i>			
Interborough Rapid Transit Co.....	123,665,000 00	651,886,671	33,515,395 69
Rapid Transit R. R. (City of N. Y.)...	53,870,952 00	(340,413,108)	(17,560,557 98)
Manhattan Railway Co.....	100,784,031 02	(311,473,568)	(15,954,837 71)
Hudson & Manhattan R. R. Co.....	123,101,174 91	60,051,990	5,527,805 69
<i>Brooklyn Rapid Transit</i>			
New York Consolidated R. R. Co.....	42,550,000 00	170,871,280	8,750,441 87
New York Municipal Ry. Corporation.	40,100,000 00	.....	.....
Brooklyn Heights R. R. Co., The.....	450,000 00	171,355,994	8,700,560 53
Brooklyn City R. R. Co., The.....	18,925,000 00	.....	.....
Bridge Operating Co.....	100,000 00	14,204,836	242,997 49
Brooklyn, Queens County & Suburban R. R. Co.....	8,624,000 00	32,278,075	1,639,407 36
Coney Island & Brooklyn R.R. Co., The.	9,257,982 16	32,702,941	1,630,801 32
DeKalb Ave. & North Beach R. R. Co.	10,000 00	.....	.....
Coney Island & Gravesend Ry. Co.....	350,000 00	1,327,072	67,891 45
Nassau Electric R. R. Co., The.....	30,000,000 00	100,503,905	5,046,171 78
South Brooklyn Railway Co.....	650,000 00	7,356,510	916,462 63
Prospect Park & Coney Island R. R. Co.....	1,200,000 00	.....	.....
New York & Coney Island R. R. Co., The.....	100,000 00	.....	.....
Prospect Park & South Brooklyn R. R. Co.....	50,000 00	.....	.....
<i>Manhattan Surface Roads</i>			
New York Railways Co.....	74,267,984 97	272,992,643	13,890,837 82
Bleecker St. & Fulton Ferry R. R. Co..	1,800,000 00	.....	.....
Broadway & Seventh Ave. R. R. Co....	10,250,000 00	.....	.....
Central Crostown R. R. Co. of N. Y....	(b) 850,000 00	.....	.....
Christopher & Tenth St. R. R. Co., The	860,000 00	.....	.....



COMPARATIVE SUMMARY OF GAS AND ELECTRIC COMPANIES FOR THE YEARS ENDED DECEMBER 31, 1908-1913
[Intercompany sales for redistribution eliminated. Data applicable to a single date refer to the close of the year]

	1908	1909	1910	1911	1912	1913
GAS SUPPLY						
Number of gas works.....	26	25	24	25	26	27
Manufacturing capacity (M cu. ft. in 24 hr.).....	227,828	228,700	229,450	244,700	264,700	256,700
Miles of main.....	3,431	3,537	3,642	3,760	3,963	3,994
Number of employees.....	7,798	8,794	10,061	11,440	11,462	11,044
Total salaries and wages.....	\$6,338,947	\$6,872,791	\$7,864,468	\$8,972,850	\$9,904,983	\$9,848,454
Number of consumers.....	1,085,486	1,165,798	1,236,062	1,286,062	1,323,074	1,371,118
Gas manufactured (M cu. ft.).....	36,611,025	39,415,444	41,904,066	43,283,986	45,397,728	45,671,866
Average per day.....	99,766	107,968	114,806	118,614	124,038	126,128
Increase, per cent.....	.....	8.3	6.31	3.32	4.57	0.88
Gas distributed (M cu. ft.)(g).....	34,290,407	36,698,145	39,168,401	40,366,354	42,138,516	42,731,969
Increase, per cent.....	.....	7.02	6.73	3.15	4.39	1.41
Revenue from gas sales.....	(d)\$32,408,498	\$29,833,696	\$31,863,755	\$32,844,658	\$34,319,912	\$34,835,211
Average price per M cu. ft.....	94.51c	81.29c	81.33c	81.35c	81.45c	81.52c
Operating costs (c).....	\$16,889,354	\$15,711,709	\$16,586,126	\$17,294,177	\$19,126,314	\$19,892,228
Total revenue deductions.....	23,168,355	19,269,314	20,492,154	21,432,094	23,253,796	24,326,847
Operating income.....	4,824,144	10,564,285	11,371,601	11,412,561	11,036,116	10,508,354
ELECTRICITY SUPPLY						
Number of central stations.....	17	15	17	14	15	16
Generating capacity (kw.).....	213,085	224,527	246,443	292,652	246,242	388,612
Connected load (kw.).....	.....	540,101	610,386	695,630	798,167	835,272
Number of employees.....	5,579	6,078	7,320	8,320	9,074	9,660
Total salaries and wages.....	\$4,518,044	\$5,235,405	\$5,866,837	\$6,877,846	\$7,757,291	\$8,376,708
Number of consumers.....	108,732	127,762	137,066	180,880	223,981	238,873
Kilowatt-hours generated.....	452,235,409	472,559,820	525,168,363	595,158,865	707,068,965	877,559,868
Average per day.....	1,236,616	1,294,685	1,438,809	1,630,589	1,931,836	2,409,219
Increase, per cent.....	.....	4.75	11.13	13.33	16.48	24.45
Kilowatt-hours sold to public.....	310,376,762	323,451,901	360,341,569	408,931,943	495,067,570	651,235,151
Increase, per cent.....	.....	4.21	11.41	12.63	21.66	31.85
Revenue from sales.....	\$21,897,525	\$23,058,506	\$25,352,824	\$27,737,878	\$29,990,608	\$32,897,660
Revenue deductions (c).....	13,025,857	13,819,705	15,074,844	12,027,898	14,650,578	16,385,026
Operating income.....	8,871,668	9,238,801	10,307,879	14,809,245	15,340,330	16,532,534
GAS AND ELECTRICAL COMPANIES COMBINED						
Gross income applicable to corporate and leased properties.....	\$19,855,954	\$26,263,405	\$28,764,340	\$33,530,281	\$34,138,732	\$34,898,884
Interest, rent, etc.....	10,691,688	9,568,029	9,245,004	10,816,263	11,072,330	12,066,249

Net corporate income.....	9,104,300	10,835,376	10,510,336	22,716,018	23,066,402	22,832,635
Dividends.....	7,462,700	8,510,651	8,584,301	11,287,003	11,490,130	11,578,911
Accumulated surplus.....	23,055,817	30,249,008	40,452,008	46,171,397	50,855,631	56,783,410

- (a) Excludes sales by Westchester Lighting Co. (in The Bronx) and since 1911 excludes sales to that company.
 (b) I. e., operating expenses (exclusive of depreciation) less revenue from intercompany sales, residuals, and miscellaneous sources.
 (c) Operating expenses, uncollectible bills and losses, less all revenue not contributed by consumers.
 (d) Without deduction of rebates paid by Consolidated Gas companies under the 80-cent decision rendered in January, 1909.

COMPARATIVE SUMMARY OF STREET RAILWAY OPERATIONS FOR EACH YEAR, JULY 1, 1907, TO JUNE 30, 1914

[Includes all companies operating surface, elevated or underground lines in the City of New York, with the exception of the *Yonkers Railroad Co.* Statistics applicable to a single date refer to June 30th, the close of the fiscal year]

ITEM	1908	1909	1910	1911	1912	1913	1914 (Provisional)
Operating companies.....	29	33	34	36	36	36	36
Length of lines (miles).....	739	749	767	795	802	807	811
Length of all tracks (miles).....	1,541	1,549	1,546	1,646	1,664	1,687	1,700
Passenger cars.....	10,886	11,366	11,854	11,617	11,985	11,974	11,943
Officers and employees.....	40,501	36,509	37,559	30,937	30,751	40,715	39,340
Total salaries and wages.....	\$28,036,215	\$26,990,712	\$26,990,712	\$28,036,215	\$29,081,591	\$29,580,054	\$31,471,024
Passenger car miles (active).....	*270,394,067	*280,200,430	*280,200,430	295,643,623	308,168,337	311,474,275	312,843,600
Revenue, per cent.....	271,924,024	270,394,067	270,394,067	301,183,392	315,774,404	318,395,715	320,329,174
Revenue car miles.....	272,778,212	271,021,217	285,007,367	301,183,392	315,774,404	318,395,715	320,329,174
Number of transfer points.....	359,837,207	314,340,273	327,410,218	318,902,033	333,787,138	338,223,257	345,251,963
Transfers collected.....	1,358,000,407	1,403,415,243	1,531,269,916	1,603,901,397	1,680,913,935	1,769,876,508	1,812,204,692
Passenger fares—number.....	3,842,384	3,842,240	4,105,214	4,394,250	4,592,691	4,848,977	5,067,684
Daily average.....	\$67,126,122	\$68,592,480	\$75,973,917	\$79,561,924	\$83,684,799	\$87,718,350	\$90,361,262
Passenger fares—amount.....	67,570,182	69,979,963	76,384,600	80,097,804	84,275,274	88,353,274	90,086,452
Increases, per cent.....	69,026,612	72,582,014	79,563,910	83,751,415	88,242,144	92,141,605	94,153,674
Total transportation revenue.....	42,348,236	42,778,270	43,586,932	45,993,964	47,487,582	48,244,147	50,108,516
Total operating expenses.....	16.72	1.02	1.89	3.52	3.25	1.59	3.86
Ratio of expenses to revenue.....	61.35%	59.18%	54.76%	54.99%	53.82%	52.36%	53.23%
Taxes.....	\$4,340,228	\$4,992,677	\$5,148,324	\$5,495,881	\$5,803,700	\$6,095,520	\$5,901,010
Street railway operating income.....	22,338,140	24,511,067	30,858,654	32,261,570	34,950,702	37,801,938	38,144,147
Other income.....	1,714,600	1,951,433	1,964,943	2,101,693	3,776,967	3,768,925	4,117,051
Gross income applicable to corporate and leased properties.....	24,052,740	26,462,500	32,823,597	34,363,263	38,726,769	41,570,863	42,261,198
Interest, rents, etc.....	21,386,984	20,102,035	23,263,781	24,192,189	26,633,118	29,241,592	30,326,399
Net corporate income.....	2,665,756	6,360,465	9,559,816	10,171,074	12,073,641	12,229,271	11,934,799
Increases, per cent.....	Def. 10,271,726	14,794,488	9,865,827	14,885,186	12,700,000	17,289,496	18,994,000
Accumulated surplus.....	25.31	28.67	27.93	27.81	27.95	28.94	29.39
Revenue car mile (cents).....	15.52	15.78	15.29	15.27	15.04	15.15	15.64
Operating revenue.....	9.79	10.89	12.64	12.54	12.91	13.79	13.75
Operating expenses.....							
Net revenue.....							

* Includes mileage of special or chartered cars and mileage of regular cars between car house and initial route terminal ("idle" mileage excluded in other years).
 † Insolvency and default of interest by Manhattan surface companies explains reduction in fixed charges in 1909. The deficit of 1908 was changed to a surplus when the insolvent New York City Railway Co., which owned railway property in Westchester County but none in New York City, abandoned the lease of the Metropolitan Street Railway and ceased to report. Its deficit amounted to more than \$12,000,000.

For the fiscal year ending June 30, 1914, the street railroad companies, that is the elevated, subway and surface lines, carried 1,813,204,692 passengers, an increase of 43,328,184 over the fiscal year 1913. The total receipts for the year were \$94,153,673.93, an increase of \$2,012,068.99. Estimating the population of the Greater City at 5,400,000, this is an average of \$17.43 per capita for street car fares.

Following is a statement of the total number of passengers carried annually since the organization of the Commission on the elevated, subway and surface lines of the City:

1908.....	1,358,000,407	1912.....	1,680,901,397
1909.....	1,402,417,642	1913.....	1,769,889,284
1910.....	1,531,262,914	1914.....	1,813,204,692
1911.....	1,603,901,397		

During the calendar year 1913, the gas companies sold 42,731,869,000 cubic feet of gas, valued at \$34,835,210.64, or 81.52 cents per thousand cubic feet, which is equivalent to a per capita charge of \$6.70. In the same year, the electric companies sold 651,235,101 kilowatt hours of electric current, valued at \$32,897,659.80, a per capita expenditure of \$6.32. This makes a total of \$161,886,544.37, or about \$30.45 per capita, for transportation, gas and electric current.

Meetings.—Regular meetings were held during the year, in accordance with previous practice, on Tuesday and Friday of each week, except when the occurrence of holidays or other considerations made necessary the holding of a stated meeting upon some other day. It has also held special meetings when business required it. During the year, the Commission held 108 regular and 5 special meetings. At these meetings formal action was taken upon the various matters awaiting decision. In addition, the Commission held public hearings upon matters involving complaints against the service or facilities of transportation, steam, gas and electric companies; applications for the issue of stocks and bonds; inquiries into accidents, etc. These hearings were held either before the whole Commission or before an individual Commissioner. In addition to the meetings and hearings, many informal conferences were held at which representatives of cor-

porations under the jurisdiction of the Commission were present to give needed information to the Commission on pending matters.

Formal Cases.—Upon matters other than rapid transit the Commission had before it during the year 261 formal cases. Of the total number, 66 remained undetermined at the end of the year. In these cases 628 hearings were held. In the majority, final orders were issued, and these orders are presented in Appendix A of this volume.

The Commission has continued the practice of publishing its opinions in pamphlet form each month and binding the pamphlets together in one volume at the end of the year. This publication is known as "Reports of Decisions of the Public Service Commission for the First District". The monthly pamphlets are sold to the general public for twenty-five cents apiece, and subscriptions are taken for the bound volume at the rate of \$2 a year. The subscription price includes the monthly pamphlet service as well as the bound volume.

The following tables show the number of cases considered during the year 1914 and the years preceding it, together with the nature of the cases:

SUBJECT MATTER OF CASES, 1914

	Number considered	Number open at end of year
Applications for approval of stocks, bonds, etc.....	*40	7
Applications for certificates of convenience and necessity...	2	1
Applications as to exercise of franchises and rights.....	2	0
Applications for approval of miscellaneous franchise rights.	2	2
Applications for approval of leases and contracts.....	9	3
Applications as to acquisition of corporate stock.....	3	1
Applications as to abandonment of routes.....	4	0
Applications as to grade crossings.....	7	0
Applications for approval of change of motive power.....	1	0
Miscellaneous applications.....	2	1
Cases on complaint:		
Facilities, service and equipment.....	13	3
Rates or transfers.....	11	9
Cases on motion of the Commission:		
Facilities, service and equipment.....	97	24
Rates or transfers.....	21	7
Grade crossings.....	17	5
Filing information or investigations.....	30	3
Totals.....	261	66

*Cases Nos. 1714, 1723 and 1830 embraced also applications for the approval of the transfer to another corporation of the stock to be issued.

CLASSIFICATION OF FORMAL CASES BEFORE THE COMMISSION FROM JULY 1, 1907,
TO DECEMBER 31, 1914

SUBJECT MATTER OF CASES

	Number considered	Number open at end of 1914
Applications for approval of stocks, bonds, etc.....	114	7
Applications for certificates of convenience and necessity...	19	1
Applications as to exercise of franchises and rights.....	59	0
Applications for approval of miscellaneous franchise rights.	11	2
Applications for approval of leases and contracts.....	50	3
Applications as to acquisition of corporate stock.....	21	1
Applications as to abandonment of routes.....	16	0
Applications as to grade crossings.....	35	0
Applications for approval of discontinuance and relocation of stations.....	21	0
Applications for approval of change of motive power.....	11	0
Miscellaneous applications.....	29	1
Cases on complaint:		
Facilities, service and equipment.....	200	3
Rates or transfers.....	73	9
Grade crossings.....	6	0
Cases on motion of the Commission:		
Facilities, service and equipment.....	391	24
Rates or transfers.....	48	7
Grade crossings.....	67	5
Filing information or investigations.....	214	3
Totals.....	1,385	66

Stocks and Bonds Authorized.—During the year 1914, the Commission passed upon applications by public service corporations under its jurisdiction for various issues of stocks and bonds aggregating \$97,728,964, and gave authorization for the same to the extent of \$94,695,350. The following table shows the names of the companies making such applications, the nature of the securities proposed to be issued, the amount applied for, the amount authorized and the dates of such authorization:

STOCK AND BOND ISSUES AUTHORIZED BY THE COMMISSION IN 1914

	Nature of security	Date of authorisa- tion	Amount of issue au- thorised (par value)	Amount applied for	Case No.
<i>Transportation Companies (Sec. 55)</i>					
Broadway & Seventh Avenue Railroad Co.....	Bonds.....	June 23, 1914	\$500,000	\$500,000	1833
Hudson & Manhattan Rail- road Co.....	Bonds.....	April 7, 1914	154,000	154,000	1805
Hudson & Manhattan Rail- road Co.....	Bonds.....	July 31, 1914	202,500	202,500	1845
Manhattan Bridge Three Cent Line.....	Stock.....	Mar. 13, 1914	260,000	260,000	1802
Mid-Crosstown Railway Co..	Stock.....	Jan. 23, 1914	150,000	(1)187,000	1728
New York & North Shore Traction Co.....	Stock.....	Jan. 9, 1914	81,850	115,464	1770
New York Connecting Rail- road Co.....	Bonds.....	April 14, 1914	5,000,000	5,000,000	1810
New York Railways Co.....	Bonds.....	Oct. 30, 1914	2,100,000	2,100,000	1830
Staten Island Midland Rail- way Co.....	Equipment trust cer- tificates.	Dec. 23, 1914	135,000	135,000	1887
Third Avenue Railway Co...	Bonds.....	Jan. 23, 1914	187,000	500,000	1714
Third Avenue Railway Co...	Bonds.....	Feb. 20, 1914	(2)4,000,000	6,650,000	1778
Twenty-third Street R'y Co..	Bonds.....	May 23, 1914	1,500,000	1,500,000	1584
<i>Lighting Companies (Sec. 69)</i>					
Astoria Light, Heat and Power Co.....	Bonds.....	May 4, 1914	5,000,000	5,000,000	1717
Brooklyn Borough Gas Co..	Stock.....	May 4, 1914	9,500,000	9,500,000	
Consolidated Gas Co. of New York.....	Stock.....	Oct. 30, 1914	125,000	125,000	1809
New York Edison Co.....	Bonds.....	Dec. 1, 1914	25,000,000	25,000,000	1823
	Stock.....	Dec. 1, 1914	25,000,000	25,000,000	
New York Edison Co.....	Stock.....	May 4, 1914	15,800,000	15,800,000	1718
Total(3).....			\$94,695,350	(4)\$97,728,964	.....

The total amount of stocks and bonds authorized from the date of the Commission's organization, July 1, 1907, to December 31, 1914, was \$612,230,569 out of a total applied for of \$819,710,057.48. In the same period the Commission disapproved applications aggregating \$185,800,236.12; applications

(1) Application originally asked for issue of stock or bonds in such amount as Commission should deem proper.

(2) Balance of application, in amount \$2,650,000, deferred, awaiting presentation of further proof.

(3) Does not include issue of stock, in amount \$765,000, by the Manhattan & Queens Traction Corporation (Case No. 1650), authorized in order dated February 5, 1914, which was abrogated March 10, 1914, upon withdrawal of application for \$1,500,000 stock and \$1,500,000 bonds.

(4) Of this amount, \$58,476,500 was applied for in 1914, and \$39,252,464 previous to 1914, contained in the applications of the Mid-Crosstown Railway, the New York & North Shore Traction, the Third Avenue Railway, the Twenty-third Street Railway, the Astoria Light, Heat & Power, and the New York Edison companies.

for \$10,244,000 were withdrawn, and applications for \$11,435,252.36 were pending at the end of the year.

Informal Complaints.—As explained in previous annual reports the majority of complaints received by the Commission against companies under its jurisdiction have been handled informally. When a complaint is made the basis of a proceeding before the Commission, in which hearings are held and witnesses examined, it becomes a formal case. Under the informal method, a complaint is transmitted to the company against which it is made with a request for satisfaction. Correspondence ensues between the Commission and the company as well as between the Commission and the complainant. In many instances, this method reaches a common result upon which the complainant and the company can agree. When this is accomplished a satisfaction of the complaint is obtained. This method has worked well and saves a large amount of time which would be consumed if all such matters were made the subjects of formal proceedings. Where the informal method fails to bring about an adjustment and the complainant is willing to try his case before the Commission and bring forward evidence in support of his claim, a complaint is taken out of the informal class and made a formal case.

During the year, the Commission received 6,436 complaints of an informal nature. Of these, 4,548 were against gas and electric companies, 1,888 against transportation and other companies. The complaints against gas and electric companies included 3,215 applications for tests of gas meters, 918 applications for tests of electric meters and 415 complaints regarding service conditions not involving meter tests. Of the 918 applications for electric meter tests the Commission tested 701; and of the applications for gas meter tests the Commission tested 2,880. Of the 415 informal complaints against gas and electric companies, exclusive of meter tests, all were closed at the end of the year. A summary of these informal complaints will be found in Appendix C of this volume.

Complaints against transportation and other companies, other than gas and electric companies, received during the year numbered 1,888. This was an increase of 120 over the year 1913. Of the total number, 1,633 had been closed at the end of the year

The following table shows the number and classification of complaints against transportation and other companies, other than gas and electric, received for the year 1914, with the totals for 1913:

1914	Service	Equip- ment	Fares, trans- fers, etc.	Way	*Noise, N. & A.	Em- ployees	Miscel- laneous	Total	1913 Totals
January.....	65	53	16	32	4	10	16	196	137
February.....	92	15	9	18	9	13	19	175	103
March.....	76	10	14	31	4	16	28	179	108
April.....	33	8	14	23	13	11	13	115	146
May.....	43	13	12	19	20	12	16	135	141
June.....	58	12	56	20	27	15	24	212	163
July.....	47	6	21	17	23	9	25	148	175
August.....	42	3	13	12	36	12	16	134	111
September.....	47	6	11	20	16	13	16	129	149
October.....	70	7	12	31	26	13	20	179	180
November.....	47	21	7	11	16	7	15	124	165
December.....	79	20	8	23	5	10	17	162	190
	699	174	193	257	199	141	225	1,888	1,768

*Noise, N. & A = Noise, Nuisances and Annoyances.

As will be seen by the tabulated statement, the number of such complaints received during the year 1914, exceeded by 120 the complaints received in 1913. The statement shows the complaints separated as to subject matter and also gives the year's record by months. The volume of complaints does not appear to increase and diminish with any uniformity one year with another. In 1914, the largest number of complaints received in any one month was 212, in June. In 1913, the largest number was in December, when 190 were received. The smallest number received in 1913 was 103, in February, while the lightest month in 1914 was in November, when 124 were received.

An examination of the complaints from the point of view of matters complained of, shows several hundred complaints under the headings "Employees", "Noise, etc." and "Miscellaneous" which could not in the nature of things be disposed of to the satisfaction of the complainants. Complaints of this character explain the considerable number of complaints shown as disposed of under the heading "Dismissed" in the table of Complaints

Disposed of during the Year, given in Appendix B of this volume. Complaints against employees are seldom disposed of to the satisfaction of the complainants and yet they are complaints which could not properly be classed under the heading "No Jurisdiction."

The most conspicuous benefit to the public of anything that occurred in the handling of complaints during the year resulted from the work of the Transit Bureau in adjusting the transfer situation in Brooklyn. The complaints received subsequent to the adjustment of transfers were so few as to show almost universal satisfaction.

Corporate Changes.—During the year, the Third Avenue Railway Company made arrangements to purchase the Pelham Park and City Island Railroad Companies from the Interborough interests. These two companies operated a service from Bartow station, on the Harlem River branch of the New York, New Haven and Hartford Railroad in The Bronx, across Pelham Bay park to Belden Point, City Island. For the last few years this road had been operated in part by horse-cars and in part by a type of monorail which failed to give satisfaction. In the year 1913, the Commission ordered the monorail operation discontinued on account of dangerous conditions, and approved the reorganization of the two companies as one corporation, known as the Pelham Park and City Island Railway Company, Inc., upon the condition that it would proceed to build and operate the usual type of an overhead trolley railroad. In July, 1914, the property was taken over by the Third Avenue Railway Company which began the operation of the road with storage battery cars pending the complete equipment for overhead trolley operation. The formal transfer of the property has not yet been submitted to the Commission for approval.

Improvements in Service.—Pending the completion of the new rapid transit system, the Commission has given constant attention to the improvement of service on existing rapid transit lines as well as upon the street surface lines of the City. Service conditions are investigated by the Transit Bureau and conditions of track and equipment by the Equipment Inspection Bureau.

During the year, more than 1,300 matters were made the subject of investigation, observation or study by the Transit Bureau, of which 709 were upon complaints from patrons. The equipment Inspection Bureau also considered a number of matters involving equipment. The matters investigated included rates of fare, protective devices, grade crossings, equipment, heating and lighting, noises, ticket facilities, transfers, ventilation, waiting rooms and shelters, etc. In general, all lines showed an increase in traffic and an increase in service.

A complete summary of the service and facilities of the Brooklyn Rapid Transit system was made by the Transit Bureau of the Commission in the latter part of the year. Its extent and character are more fully set forth in chapter V of this volume.

During the year, electric motive power replaced horses on several surface lines, and at the end of the year only three horse-car lines were in operation. The Commission has endeavored to avoid excessive car loading by securing a more strict observance of headways. At the present time on the surface car lines the minimum headway is about 30 seconds, or approximately 120 cars per hour; on the elevated lines the minimum headway is 1 minute and 6 seconds, or approximately 54 trains per hour; and in the subway the minimum headway is 1 minute 48 seconds, or 33 trains per hour. On account of increased traffic, the Commission has obtained the extension of the period of operation of ten-car trains in the subway a half hour longer than the former rush-hour periods.

After the absorption of the Coney Island and Brooklyn Railroad by the Brooklyn Rapid Transit system, the Commission investigated the entire transfer system in Brooklyn and after months of study and conference with the companies' managers, issued an order establishing a new and comprehensive transfer system, by which, generally speaking, a passenger can get a transfer at every car line intersection. The system established 287 new transfer points, making a total of more than 1,000. The basis of the new system is a transfer at every intersecting point for a single fare, except that the ten-cent fare to Coney Island, Flushing and North Beach is not disturbed.

In October, 1914, the transfer arrangement between the Staten Island ferries and the New York Railways Company, recommended by Chairman McCall, was put into effect. Under this arrangement passengers on the Staten Island ferries may get transfers entitling them to a continuation of their journey on the surface lines of the New York Railways Company, and similarly passengers on the New York Railways lines traveling to the Battery may get a transfer good for a passage on the Staten Island ferry boats. These boats are municipally operated. The fare is divided so that three cents goes to the New York Railways Company and two cents to the City.

Among the improvements of the year may be mentioned enlarged platforms at stations, new ticket booths and stairways, new stations on elevated lines and the introduction of emergency tickets furnished passengers in a blockade, allowing a continuation of their journey on another line of the same company.

The details of the Commission's work in regulating the operations of transportation companies will be found in chapter V of this volume.

Gas and Electric Service, etc. — Supervision of the operations of gas and electric companies was continued during the year. It was found that the gas pressure regulations, adopted last year by the Commission, have worked well. They have been in effect in all boroughs for a year or more, and observations show a marked improvement in pressure conditions. The law prohibits gas and electric companies from setting meters which have not been tested by the Commission. During the year the Commission tested 352,354 gas meters and 701 electric meters. This makes a total of 2,704,754 gas meters and 4,332 electric meters tested by the Commission since its organization, July 1, 1907. Under the law a gas meter is not classified as fast if it registers two per cent more and an electric meter if it registers 4 per cent more than absolute accuracy. Of the total number of meters tested on complaint, 1,064 gas meters were found fast, 383 slow and 1,433 within the legal limits; 24 electric meters were found fast, 17 slow, and 660 within the legal limits.

A notable incident of the beneficial results of regulation of the capitalization of public service corporations was the voluntary

writing off by the Brooklyn Borough Gas Company of \$428,428 of excess capitalization. The excess was discovered in the course of a rate case, and at the suggestion of the Commission the company agreed to cancel it. Its action in this respect was formally commended by the Commission.

The investigation into the rates charged by the New York Edison Company (Stadtlander and Ewoldt cases) was continued during the year. When the testimony had been about concluded, the company urged a continuation of the case upon the ground that the changed financial conditions, brought about by the European war, would render any order for a reduction of rates, based upon conditions existing before the war, unjust. The Commission consented to a reopening of the case to permit the company to place upon the record evidence of this change in conditions. The company then made formal application for a physical valuation of its property before the issuance of any order affecting its rates. At the close of the year the Commission still had this application under advisement.

Details of the Commission's work in the regulation of gas and electric companies will be found in chapter VI of this volume.

Exhibits — Publications.— In conformity with the policy of the State government in providing a building at the State Fair grounds in Syracuse for exhibits by State departments, the Commission made an extensive exhibit in September at the 1914 State Fair. The value of such a method of conveying to the people knowledge of the work done is appreciated by the Commission, and advantage is taken of every suitable opportunity for such demonstrations. An exhibit was made at the Efficiency Exposition, in the Grand Central Palace, New York City, in April, 1914; and the Commission is now preparing an extensive exhibit to be displayed as part of the New York City exhibit in the New York City building at the Panama-Pacific Exposition at San Francisco, to be held this year.

In June, the Commission added to its list of publications a monthly journal, known as the "Public Service Record." In this periodical, technical papers by the engineers of the Commission upon various phases of the important rapid transit work now being

done are presented, together with a monthly summary of the progress of construction work on all lines under contract. Members of the staff also contribute articles descriptive of the regulation work of the Commission in its various departments. This publication is distributed free to the members and staff of the Commission, State and City officers, as well as to the contractors doing work under the Commission and to companies under its supervision. It is not placed on sale, but public subscriptions are taken for the nominal charge of fifty cents a year. The Commission believes this publication will be a valuable supplement to the official records of its rapid transit and regulation work, as well as a means of informing the public as to such work.

LITIGATION

People ex rel. Kings County Lighting Company v. Willcox, 156 App. Div. 603; 210 N. Y. 479.—Certiorari proceeding to review determination of Commission in Case 1273 fixing maximum rates for gas to be charged by relator in Thirtieth Ward of the Borough of Brooklyn. Writ served November 25, 1911, and on December 15, 1911, a stay of the enforcement of Commission's order was granted. Return filed August 27, 1912. Case on appeal served and filed in Appellate Division, First Department, October 18, 1912. Argument in Appellate Division, First Department, March 11, 1913, and on May 9, 1913, decision rendered sustaining writ and reversing determination of Commission and remitting same back to Commission for action in accordance with opinion of court. Leave was granted to Commission on June 21, 1913, to appeal to Court of Appeals. Notice of appeal served by Commission July 21, 1913, and original return filed with clerk of Court of Appeals on August 8, 1913. On December 23, 1913, case on appeal sent to clerk. Argument in Court of Appeals January 7, 1914, and on March 24, 1914, decision rendered modifying the order of the Appellate Division appealed from. The Court of Appeals held that the relator *was* entitled, upon the facts shown in the record, to have Commission make an allowance for "going value" in determining the value of the relator's property used in the public service, and defined "going value" and

how it is to be appraised; that the relator was not entitled, upon the facts shown in the record, to have the cost of reproduction of paving now in the streets, but not in place at the time the mains were laid, allowed for in ascertaining the value of its property used in the public service, and *not* entitled to have the cost of reproduction of paving now in the streets, but not in place at the time the mains were laid, allowed for in ascertaining the capital actually expended, and the Commission was *not* entitled, in ascertaining the amount which should constitute a proper return, to consider as part of what accrues to the relator as gross receipts of its yearly operations the annual appreciation in the value of its land. Order of the Appellate Division appealed from, in so far as it remitted proceeding to the Public Service Commission, was affirmed.

Utica Avenue Route, 159 App. Div. 306.—Application by Commission for appointment of three commissioners to determine and report whether route should be constructed and operated. Application made to Appellate Division, Second Department, April 7, 1913, and on April 11, 1913, the application was granted, and Thomas H. Troy, Wm. Seward Shanahan and Desmond Dunne were appointed commissioners. The first hearing was held on April 25, 1913, and the taking of testimony closed on July 8, 1913. On September 18, 1913, the report of the commissioners in favor of the construction and operation of the route was filed. Motion for confirmation of the report was argued on October 14, 1913, and on November 28, 1913, the Court denied the motion to confirm the report and referred the matter back to the commissioners to take further proof as to the public necessity for the route in accordance with the opinion of the Court. A further hearing was held on December 30, 1913, and the hearings then closed. On January 7, 1914, the commissioners filed a supplemental report setting forth that a hearing was duly held and no further proof offered as to the public necessity for the route. A motion was made by property owners for an order in accordance with the decision of the Court made on November 28, 1913, and the motion was duly heard on January 14, 1914. On January 16, 1914, an order was granted denying the motion to confirm the

report of the commissioners, and the order was duly entered on January 23, 1914.

Public Service Commission v. Mendel.—Application by the Commission to punish Mendel for contempt in failing to answer legal and pertinent questions and produce books of account and papers in connection with Case No. 1730 then pending before the Commission. An order to show cause was issued and served on Mendel on October 15, 1913, and on November 13, 1913, the motion was duly argued at Special Term, Part I, of the Supreme Court, New York County, before Seabury, J. On November 14, 1913, the motion was duly granted and on November 26, 1913, notice of appeal was served upon the Commission. The case on appeal was received December 18, 1913. The appellant's briefs were served upon the Commission February 10, 1914, and on March 18, 1914, the Commission's briefs were served upon the appellant. On March 30, 1914, appellant's reply brief was served upon the Commission. The case was argued in the Appellate Division, First Department, on May 1, 1914. On May 15, 1914, the Appellate Division handed down an opinion reversing the order of the lower Court and denying the motion. The order of the Appellate Division was filed the same day. On July 14, 1914, the Commission served notice of appeal from the order of the Appellate Division upon the attorneys for Mendel, and on August 28, 1914, papers on appeal were served upon said attorneys. The case was noticed for argument for January 4, 1915. On December 30, 1914, copies of Mendel's brief served upon the Commission, and on December 31, 1914, copies of Commission's brief served upon attorneys for Mendel. On the same day appellant's notice of argument and copies of briefs sent to the clerk of the Court of Appeals.

People v. Southfield Beach Railroad Company.—This was a penalty action instituted by the Commission in the Supreme Court, Kings County, for failure of the company to file monthly and annual reports and a financial statement. The summons and complaint were served on the company November 24, 1913, and the company's time to answer extended to and including January 26, 1914. On January 12, 1914, a stipulation was entered

into discontinuing the action without costs subject to the approval of the Court, it appearing that the failure of the company to file said reports within the time required was due to inadvertence and was unintentional, the reports having since been filed. On January 14, 1914, the order of discontinuance was signed and entered.

People v. Staten Island Midland Railway Company.— This was a penalty action instituted in the Supreme Court, Kings County, by the Commission for failure of the company to file monthly and annual reports and a financial statement. The summons and complaint were served on the company on November 24, 1913, and the company's time to answer extended to and including January 26, 1914. On January 12, 1914, a stipulation was entered into discontinuing the action without costs subject to the approval of the Court, it appearing that the failure of the company to file such reports within the time required was due to inadvertence and was unintentional, the said reports having since been filed. On January 14, 1914, the order of discontinuance was signed and entered.

People v. Richmond Light and Railroad Company.— This was a penalty action instituted in the Supreme Court, Kings County, by the Commission for failure of the company to file monthly and annual reports and a financial statement. The summons and complaint were served on the company November 24, 1913, and the company's time to answer extended to and including January 26, 1914. On January 12, 1914, a stipulation was entered into discontinuing the action without costs subject to the approval of the Court, it appearing that the failure of the company to file said reports within the time required was due to inadvertence and was unintentional, the said reports having since been filed. On January 14, 1914, the order of discontinuance was signed and entered.

People v. The Long Island Railroad Company.— This was a penalty action instituted in the Supreme Court, Queens County, by the Commission for violation by the company of the Commission's order in Case No. 1192 providing for full train crews. The summons and complaint were served upon the company Octo-

ber 29, 1913, and on December 20, 1913, the company's answer was received by mail. On January 19, 1914, notice of motion for preference and notice of trial for the first Monday in February, 1914, were served on the attorney for the company.

People ex rel. Richmond Light and Railroad Company v. McCall.—This was a certiorari proceeding in the Supreme Court, New York County, to review the determination of the Commission in Case No. 1601 directing the said company to double-track its entire Castleton Avenue or Brighton Heights line between St. George, New Brighton, and Broadway, West New Brighton. The writ was served on the Commission June 20, 1913. On April 20, 1914, the return was verified by the Chairman and the Secretary and on May 15, 1914, the return was filed in the County Clerk's office.

People ex rel. Rapid Transit Subway Construction Company v. Craven, N. Y. Law Journal, November 22, 1913; 160 App. Div. 925; 210 N. Y. 443.—This was an application for a writ of mandamus to compel the Chief Engineer of the Commission to determine certain claims of the relator under the contract for the construction, equipment, maintenance and operation of the Brooklyn-Manhattan Rapid Transit Railroad (Contract No. 2). The order to show cause and other papers were served on October 6, 1913, and on October 14, 1913, the motion was argued at Special Term, Part I, before Pendleton, J. On November 21, 1913, the motion was granted and a peremptory writ of mandamus allowed. The writ was served on the Chief Engineer on November 25, 1913. On November 26, 1913, a notice of appeal was served by the Commission, and on December 27, 1913, the case on appeal, notice of argument and note of issue for January 9, 1914, were filed with the clerk of the Appellate Division, First Department. On January 9, 1914, the appeal was argued in the Appellate Division, and on January 16, 1914, the Court handed down decision affirming the order of the lower Court. The order of affirmance was entered the same day in the clerk's office. On January 23, 1914, notice of appeal was served by the Commission and on February 10, 1914, copies of the papers on appeal were served on the attorney for the relator. On February 19, 1914,

Commission's brief was served upon the relator and on February 20, 1914, the relator's brief was served upon the Commission. On February 23, 1914, the appeal was argued in the Court of Appeals and on March 7, 1914, the Court of Appeals affirmed the order of the lower Courts.

People ex rel. New York Railways Company v. Public Service Commission.—This was a certiorari proceeding to review the determination of the Commission in Case No. 1305 requiring the company before declaring or paying any dividends on its shares of stock or interest on its bonds secured by a certain adjustment mortgage previously authorized to expend or set aside each month for maintenance and depreciation a sum at least equal to twenty per cent of its gross operating revenues. The writ was served on the Commission April 18, 1913, and the time to file return has been extended from time to time to and including January 18, 1915.

People ex rel. Frankel Brothers v. Public Service Commission.—This was a certiorari proceeding instituted in the Supreme Court, New York County, to review the determination of the Commission in Case No. 1661 dismissing the complaint of the relator against The New York Edison Company for refusing to sell current to the relator at reasonable rates. The writ was served on the Commission July 17, 1913, and on August 22, 1913, The New York Edison Company was permitted to intervene as a party defendant by the Court. On April 9, 1914, the Commission was advised by the attorney for the relator that the relator had sold the building involved in the proceeding and had no further interest in the proceeding, and accordingly on April 24, 1914, a stipulation was entered into discontinuing the proceeding.

Steinway Tunnel and Queensboro Plaza Route, 157 App. Div. 211; 211 N. Y. 550.—This was an application by the Commission for the appointment of three commissioners to determine and report whether a route should be constructed and operated. The application was made before the Appellate Division, Second Department, on December 2, 1912, and on December 6, 1912, the application was granted and James W. Prendergast, William D. Steele and Robert F. Randall were appointed commissioners.

The first hearing was held on December 20, 1912, and the taking of testimony was closed on March 7, 1913. On April 4, 1913, the report of commissioners was filed favoring the construction and operation of the route. Motion for confirmation of the report was argued on April 21, 1913, and on May 14, 1913, the motion was granted. Notice of appeal to the Court of Appeals was served on the Commission by abutting owners June 25, 1913. On January 8, 1914, papers on appeal were received by the Commission, and on April 10, 1914, copy of appellants' briefs received. On April 11, 1914, the Commission's briefs were served, and on April 17, 1914, the appellants' reply briefs received. The appeal was argued in the Court of Appeals on April 21, 1914, and on May 5, 1914, the Court of Appeals affirmed the order of the Appellate Division without opinion.

People ex rel. Jay Street Connecting Railroad v. McCall, 162 App. Div. 908.—This was a certiorari proceeding instituted in the Supreme Court, Kings County, to review the determination of the Commission in Case No. 1599 commanding the relator to lay down railroad tracks in Brooklyn and to operate cars thereon. The writ was served upon the Commission May 29, 1913, and the return was filed by the Commission in the County Clerk's office, New York County, on November 19, 1913. The case on appeal was filed in the Appellate Division, First Department, by the relator on November 28, 1913. On December 31, 1913, the relator's briefs were received and on February 11, 1914, the Commission's briefs were served on the relator. On February 18, 1914, the relator's reply briefs were received. On March 5, 1914, the case was argued in the Appellate Division, and on March 20, 1914, the Court handed down a decision dismissing the writ and confirming the proceedings without opinion. On April 14, 1914, notice of appeal served on the Commission by the relator. On June 29, 1914, copies of papers on appeal received by the Commission. The argument of the appeal has been suspended at the request of E. W. Bliss Company, the complainant before the Commission, pending the result of an application that has been made by the Jay Street Connecting Railroad to the Board of Estimate and Apportionment for a modified fran-

chise, which application if granted will result in better service to the E. W. Bliss Company than was contemplated when the original franchise, upon which the complaint before the Commission was based, was granted, and better service than it would secure if the order of the Commission, herein appealed from, should be sustained by the Court of Appeals.

Buckley Engineering Company v. McCall, 83 Misc. 603; 161 App. Div. 931.— This was an application in the Supreme Court, New York County, by a bidder on a subway contract (Section 2 of Routes 4 and 38) to correct errors in its bid and to restrain the awarding of the contract to any bidder other than plaintiff. On December 24, 1913, motion was argued before Gavegan, J., and on January 2, 1914, the application for the injunction *pendente lite* was denied. The order was signed on January 8, 1914, denying the motion and was entered on January 12, 1914. On January 31, 1914, notice of appeal to the Appellate Division, First Department, served upon the Commission. On February 11, 1914, papers on appeal served on Commission. On February 20, 1914, appeal argued in Appellate Division and on February 27, 1914, the Court affirmed the order of the lower Court without opinion.

Nassau Electric Railroad Company v. The City of New York and the Public Service Commission for the First District.— This was an action instituted in the Supreme Court, Kings County, to restrain the City and the Commission from removing overhead trolley wires of the railroad company on New Utrecht avenue and from removing the elevated structure and the columns of the rapid transit railroad and from lowering the grade or interfering with the present tracks of the railroad in New Utrecht avenue, except in the particular manner specified in the papers in the proceeding. Summons, complaint, affidavits and order to show cause served on the Commission December 24, 1914, returnable December 28, 1914. The motion was adjourned by stipulation from time to time to and including January 8, 1915.

People ex rel. Flushing Association v. McCall.— This was an application to the Supreme Court, New York County, for an alternative writ of prohibition commanding the Public Service

Commission to refrain from proceeding upon or considering an application of the New York and Queens County Railway Company for a modification of an order of the Commission in Case No. 1848, except upon an application in writing for a rehearing at which the relator can appear and present evidence. Affidavits and order to show cause served on the Commission December 21, 1914, returnable December 22, 1914. The motion was argued at Special Term, Part I, before Goff, J., on December 22, 1914. Counsel for the Commission stipulated in open court that if a hearing be had for a modification of the order in Case No. 1848, upon the application of the railroad company, then pending before the Commission, the relator should have an opportunity to be heard in opposition and that no decision should be made therein until such relator has been accorded such opportunity. The application for the alternative writ of prohibition was accordingly denied with leave, however, to the relator to renew the application on proper proof if said stipulation is not carried out. An order to that effect was made and entered on December 24, 1914.

Heim v. McCall, 88 Misc. 291; — App. Div. —. — This was an action instituted in the Supreme Court, New York County, to restrain the Commission from signing, executing or otherwise effecting the declaration of the forfeiture of certain subway route construction contracts in accordance with Section 14 of the Labor Law of the State of New York because of the past or present employment of laborers thereon who are not citizens of the State of New York or of the United States. Summons, complaint, affidavits, injunction order, bond and undertaking served on Commission on November 28, 1914, returnable December 1, 1914. Argument of motion later adjourned to December 4, 1914. On December 2, 1914, affidavits and order to show cause why Cranford Company and Flinn-O'Rourke Company, Inc., should not be made parties defendants served upon the Commission, returnable December 4, 1914. On December 3, 1914, general demurrer served on attorneys for plaintiff. On December 4, 1914, motion by Cranford Company and Flinn-O'Rourke Company, Inc., to be made parties argued before Newburger, J., and motion granted. Motion for injunc-

tion also argued and Court reserved decision. On the same day summons, amended complaint, affidavits, injunction order, bond and undertaking served upon Commission, and a demurrer to the amended complaint served by the Commission on the attorney for plaintiff. On December 8, 1914, copy of order admitting Cranford and Flinn-O'Rourke Company as parties defendants, together with notice of entry on December 4, 1914, received. On December 8, 1914, decision by Newburger, J., denying motion for the injunction, and on December 12, 1914, the order with a stay, signed by Newburger, J., and entered. On December 14, 1914, notices of appeal to the Appellate Division, First Department, served on the Commission by the attorney for plaintiff and by the attorneys for the Cranford Company and Flinn-O'Rourke Company, Inc. On December 14, 1914, briefs received by the Commission from the attorneys for the Cranford Company and Flinn-O'Rourke Company, Inc., and on December 16, 1914, briefs received by Commission from attorney for plaintiff. On December 16, 1914, Commission's briefs served upon attorney for plaintiff and attorneys for defendants, Cranford Company and Flinn-O'Rourke Company, Inc. The appeal was argued in the Appellate Division on December 17, 1914, and on December 31, 1914, the Court handed down a decision reversing the order of the lower Court and overruling demurrer of the Commission and directing judgment for the plaintiff for the relief demanded in the complaint.

In the Matter of Public Service Commission (Walton avenue).— This was a proceeding instituted by the Public Service Commission through the Corporation Counsel to condemn certain property in Walton avenue, The Bronx, for rapid transit purposes. After the hearings by commissioners and before the filing of their report, Henry Lewis Morris, an abutting property owner, served upon the Commission affidavits and order to show cause why Commission should not be compelled to include in the proceeding certain property of his affected by the rapid transit railroad. The application was based upon a decision of the Appellate Division in the Second Department in the matter of Willcox (Ashland Place proceeding), 163 App. Div. 13. The motion was

adjourned from time to time pending the decision of the Court of Appeals on an appeal from the Appellate Division's determination in the Ashland Place proceeding. On December 15, 1914, the Court of Appeals reversed the determination of the Appellate Division, Second Department, in the Ashland Place proceeding, and the motion by Henry Lewis Morris was accordingly withdrawn on December 31, 1914.

Matter of Westchester Lighting Company.—This was an application under Article X of Title I of Chapter 14 of the Code of Civil Procedure to the Supreme Court, New York County, by the Westchester Lighting Company for an order appointing a referee to take depositions and perpetuate testimony as to an alleged perpetual franchise or easement to lay pipes, etc., in the former town of Kingsbridge, now a portion of the Borough of The Bronx, alleged to have been lost or destroyed during a fire. The petition and order to show cause was served upon the Commission January 2, 1914, and on January 8, 1914, counsel appeared and neither approved nor disapproved the application. The Attorney-General's office appeared, however, and filed a brief in opposition. On January 9, 1914, the Court granted the application, except as to the State of New York. An order was accordingly entered in the clerk's office, New York County, January 14, 1914, and Henry M. Stevenson appointed referee. Depositions were accordingly taken, and on February 7, 1914, filed in the clerk's office, New York County. A certified copy of said depositions was recorded in the office of the Register of Bronx County on February 16, 1914. On March 17, 1914, a copy of the notice and filing and recording of depositions was received by the Commission.

Gravesend Avenue Route.—This was an application by the Commission to the Appellate Division of the Supreme Court, Second Department, for the appointment of commissioners to determine and report after due hearing whether the Gravesend Avenue Rapid Transit Railroad ought to be constructed and operated, in lieu of the consent of property owners. The application was made on March 2, 1914, and on March 13, 1914, the motion was granted and Hon. William Watson, Joseph H.

Esquirol and F. Wilder Bellamy were appointed commissioners. An order was signed and entered on March 18, 1914, and the first hearing set for March 30, 1914. The first hearing was held before the commissioners on March 30, 1914, and on April 27, 1914, the taking of testimony was closed. On May 7, 1914, the report of the commissioners in favor of the construction and operation of the route was filed. On May 12, 1914, motion was made for the confirmation of the report of the commissioners, there being no opposition to the motion. On May 15, 1914, the Court granted the motion to confirm the report and on the same day an order to that effect was entered.

People ex rel. Perceval v. Public Service Commission, 163 App. Div. 705.— This was a proceeding by certiorari instituted in the Appellate Division, First Department, to review the action of the Commission in dismissing the complaint of the relator against The New York Edison Company for its refusal to supply electric current. The petition, order and writ of certiorari were served on the Commission April 6, 1914. On April 20, 1914, the return was signed and executed and on April 30, 1914, filed in the clerk's office. On May 26, 1914, relator's briefs received by the Commission and on June 5, 1914, briefs of The New York Edison Company received. Case submitted to the Appellate Division without oral argument. No brief was filed by the Commission. On July 10, 1914, the Court sustained the writ and reversed the determination of the Commission and remitted the matter to the Commission to make such order as might be proper in the premises. On July 24, 1914, an order was duly entered in the office of the clerk of the Appellate Division.

People ex rel. New York Railways Company v. Public Service Commission. — This was a proceeding by certiorari instituted in the Supreme Court, New York County, to review the order of the Commission in Case No. 1560 refusing to authorize the relator to issue bonds in excess of \$640,000. Petition, order and writ of certiorari served on Commission June 16, 1914, and return due not later than July 6, 1914. Time to make return has been extended to and including January 18, 1915.

Chesebrough Building Company v. McCall, N. Y. Law Journal, August 11, 1914.— This was an action instituted in the Supreme Court, New York County, to restrain the Commission from entering into a contract with Rapid Transit Subway Construction Company for the construction of Section No. 1-A of Routes Nos. 4 and 38. Summons and complaint, affidavits, order to show cause, injunction order and undertaking were served upon the Commission on July 9, 1914. On July 15, 1914, answer of Commission served on plaintiff's attorneys. On July 20, 1914, motion for injunction *pendente lite* argued before Giegerich, J., at Special Term, Part I. On August 10, 1914, decision by Giegerich, J., denying the motion for the injunction, and on August 17, 1914, order signed and entered. On September 9, 1914, The City of New York and Rapid Transit Subway Construction Company were made parties defendants by consent without prejudice to the proceedings already had. On September 11, 1914, plaintiff served an amended complaint and on October 20, 1914, Commission's answer to amended complaint served.

Union Real Estate Company and Andrew Freedman v. The City of New York et al., N. Y. Law Journal, September 15, 1914.— This was an action instituted in the Supreme Court, Bronx County, to restrain the Commission from proceeding in any way to carry out and perform such portions of the contract with Rodgers & Hagerty which involve any work upon the construction of a local station upon a rapid transit railroad to be constructed under said contract at 149th street and Southern boulevard. Summons, complaint, affidavits and order to show cause with restraining order served on Commission August 27, 1914. Motion for injunction *pendente lite* was argued before Brady, J., on September 1, 1914, and restraining order vacated. On September 12, 1914, answer of the Commission served. On September 14, 1914, decision by Brady, J., denying motion, and on September 25, 1914, order signed. On October 14, 1914, Commission received notice of trial for October 26, 1914. On October 28, 1914, copy of answer of defendant, Interborough Rapid Transit Company, received. On November 5, 1914, the trial of the case was set over indefinitely.

The New York Times Company v. McCall.— This was an action instituted in the Supreme Court, New York County, to recover damages for the invasion of the vaults of the plaintiff in the construction of the Seventh Avenue-Lexington Avenue Rapid Transit Railroad. Summons was served upon the Commission on October 6, 1914, and on October 7, 1914, the Commission served notice of appearance on plaintiff's attorneys. On October 28, 1914, a stipulation was signed discontinuing the proceeding and an order of discontinuance entered on November 4, 1914.

Hopper Company v. Malatesta et al. (Action No. 1).— This was an action instituted in the Supreme Court, New York County, to foreclose a mechanic's lien filed against the Oscar Daniels Company on Section No. 1, Route No. 18. The summons and complaint were served on the Commission November 2, 1914. On December 8, 1914, Commission's answer served on plaintiff's attorneys. Commission received notice of trial from the various parties for January 4, 1915. On December 31, 1914, received copy of order discharging lien and filing undertaking *nunc pro tunc* and notice of entry, together with copy of bond approved by Hendricks, J.

Hopper Company v. Malatesta et al. (Action No. 2).— This was an action instituted in the Supreme Court, New York County, to foreclose mechanic's lien against Cooper & Evans Company on Section No. 2, Route No. 16. Summons and complaint served on Commission November 2, 1914. On December 8, 1914, Commission's answer served on plaintiff's attorneys. Notices of trial received from the various parties for January 4, 1915.

People ex rel. Dry Dock, East Broadway & Battery Railroad Company v. Public Service Commission.— This was a proceeding by writ of certiorari instituted in the Supreme Court, New York County, to review the determination of the Commission in Case No. 1715 as to the Dry Dock Company's application for approval of mortgage. On December 23, 1914, petition, order and writ of certiorari served on the Commission.

CHAPTER II

RAPID TRANSIT

Under chapter IV of the Laws of 1891 and its amendments, known as the Rapid Transit Act, the Commission continued during the year 1914 its work in planning and supervising the construction of the Dual System of Rapid Transit. This act authorizes the Commission to lay out routes for rapid transit railroads within the City of New York wherever public necessity, in the opinion of the Commission, requires the construction of such roads. After the routes laid out by the Commission are consented to by the local authorities and by property owners to the extent of a majority in value of the front feet along such routes, or authorized by order of the Appellate Division in lieu of such property owners' consents, the Commission is authorized to make plans for the railroads to be built over such routes, to let the contracts therefor and to supervise the construction thereof.

As stated in the annual report for 1913, the Commission on March 19th of that year executed the so-called Dual System agreements. These agreements consist of contracts between the City of New York, acting by the Commission, and the Interborough Rapid Transit Company and the New York Municipal Railway Corporation. The Interborough Rapid Transit Company is the lessee of the elevated railroads in Manhattan and The Bronx, owned by the Manhattan Railway Company, and the lessee of the existing subway in Manhattan, The Bronx and Brooklyn, owned by the City of New York. The New York Municipal Railway Corporation is a company formed by the Brooklyn Rapid Transit interests to carry out the contracts made with the City as affecting that system. Under these contracts the City agreed to build at its own expense, with certain contributions by each of the companies named, several new subway and elevated railroads; and

the companies agreed to build, at their own expense, certain additions of and extensions to the existing elevated railroads, and to equip, at their own expense, both the City-owned lines and the lines built by them; and to operate the combined system, each company within its own special sphere, for a term of forty-nine years from the beginning of permanent operation, that is, operation of the completed system. The date for this "initial operation", as it is called in the contracts, was set for January 1, 1917, but provision was made that it can be deferred if the construction of the several lines is not completed. It is now apparent that some of the lines will not be completed by that time, so that "initial operation" probably will not begin until later in the year 1917 or possibly in the year 1918.

The total cost of the new lines and their equipment is estimated at \$330,000,000, of which the City of New York will supply about \$164,000,000, the Interborough Rapid Transit Company \$105,000,000 and the New York Municipal Railway Corporation \$61,000,000. The cost of construction alone of the City-owned lines is estimated at \$236,000,000. This includes the City's quota of \$164,000,000, plus \$58,000,000 to be contributed by the Interborough Rapid Transit Company and about \$14,000,000 to be contributed by the New York Municipal Railway Corporation. The remaining \$94,000,000 will be expended by the companies for the construction of additions to or extensions of their elevated railroads and for the equipment of the entire system.

As the terms and conditions of these contracts were set forth in full and the contracts themselves reproduced in the annual report for 1913, extended reference to them in this report is needless. In general, they call for a pooling of receipts upon the several lines and the deduction therefrom of operating expenses, taxes, interest on cost and a fixed amount to represent current profits, the remaining surplus to be divided equally between the companies and the City. The existing subway and elevated lines in Manhattan and The Bronx are to be made a part of the new system and operated in connection with certain new lines by the Interborough Company. The forty-nine year lease will apply to the existing subway as well as to the new City-owned lines.

The Brooklyn company will provide for operation in its division of the Dual System the existing elevated railroads in Brooklyn as extended and reconstructed, to be operated in connection with the new City-owned lines which will be leased to the company for forty-nine years.

TEMPORARY OPERATION

The contracts with both companies provide for temporary operation of any line or lines which may be completed before the whole system is ready for "initial operation", provided the Commission directs such temporary operation. Under this provision, as stated in the annual report for 1913, the two westerly tracks in the Centre Street Loop subway were placed in operation by the Brooklyn company in August, 1913. This subway was built by the City, at a cost of about \$12,000,000, and made a part of the Dual System allotted for operation to the New York Municipal Railway Corporation. That company, under authorization of the Commission, is now equipping and reconstructing the two easterly tracks in this subway for temporary operation in connection with the Fourth Avenue subway in Brooklyn. The Centre Street Loop subway runs from the basement of the new Municipal Building, at Chambers street, Manhattan, north under Centre street to Delancey street extension and through Delancey street extension to the Williamsburg bridge over the East river. The tracks already in operation connect with the elevated railroads of the Brooklyn company crossing the Williamsburg bridge. This operation enables the company to bring passengers from these lines through the Loop subway as far south as Chambers street, Manhattan, instead of depositing them at the end of the bridge as formerly. As this additional journey is provided without any extra fare, this temporary operation has proved of great benefit to the public traveling over these lines. Indeed, these two tracks and the station facilities are already crowded to their capacity, and the relief which will be afforded by the placing in operation of the two easterly tracks from the Williamsburg bridge to Canal street is urgently needed. South of Canal street the two easterly tracks connect with two tracks from the Fourth Avenue

subway coming over the Manhattan bridge, so that they will not be available for use by the elevated trains passing over the Williamsburg bridge. The additional capacity to be provided by the two easterly tracks north of Canal street, however, will do much to relieve the congestion upon the two westerly tracks now in daily use, for the bulk of travel passes through the Essex Street, Bowery and Canal Street stations.

Steinway Tunnel.— On April 13, 1914, the Commission executed a contract with the Rapid Transit Subway Construction Company, the lowest bidder, for the reconstruction of the Steinway Tunnel, to fit it for temporary and permanent use as a part of the Interborough Rapid Transit Company's lines in the Dual System. As stated in the last annual report, the Steinway Tunnel was constructed by Interborough interests, and completed during the year 1907. It was built as a two-track tunnel and intended for the operation of street surface cars from the New York and Queens County lines in Queens Borough, owned by the Interborough Rapid Transit Company. It was never operated, for the reason that it was not completed within the time specified by the franchise, and litigation ensued between the City and the New York and Long Island Railroad Company, the corporation which built the tunnel. The courts decided that this company had no franchise for the tunnel but that the title to the structure remained with the Board of Trustees. The Interborough company made an offer to sell the tunnel to the City at cost, between \$7,000,000 and \$8,000,000, but the Public Service Commission refused to purchase it upon the terms offered. Shortly thereafter, negotiations for the Dual System of rapid transit began, and the Interborough Rapid Transit Company made a formal proposition to contribute \$58,000,000 toward the construction of certain new rapid transit lines to be owned by the City in consideration of obtaining a lease for their operation. As part of this contribution, it proposed to transfer title to the Steinway Tunnel to the City at a value of \$3,000,000, and to operate the same as a part of the Dual System lines allotted to it for operation. This proposition, with its many other details, set forth in the last annual report, was finally accepted and incorporated in the Dual System

contract between the City and the Interborough Rapid Transit Company, signed on March 19, 1913.

It was found, however, that certain changes would be necessary in the physical structure of the tunnel to fit it for use in the Dual System. As originally built, the tunnel extended from a point under 42d street, Manhattan, between Lexington and Third avenues, under the East river to Jackson and Van Alst avenues, Long Island City. The Dual System plans call for its extension on the west under 42d street to a junction with the existing subway at Times square and for its extension on the east from its present terminus through Davis street and Ely avenue, as part subway and part elevated railroad, to a junction with the new rapid transit lines to Astoria and Corona at the Queensboro Bridge plaza. The contract for the eastern extension was awarded December 31, 1913, and is now about 40 per cent completed. Plans are being prepared for the western extension, and the contract will be awarded this year.

Pending the completion of these extensions, the Commission deemed it advisable to provide for the temporary operation of the original tunnel under that provision of the Dual System contract which allows the placing in operation of completed parts of the system in advance of the completion of the entire system. Accordingly, plans were prepared for the necessary changes, which include the installation of the third-rail, the construction of stations, escalators, switches, etc., and after public advertisement the contract was awarded to the Rapid Transit Subway Construction Company, as above mentioned. This work is now about 75 per cent completed, and should be finished early in the coming Spring. It will then be possible to place the tunnel in operation between the Manhattan and Queens termini, and this will allow the people of Queens to cross the river and continue their journey, by transfer, to any part of the existing subway. During this temporary operation, passengers from the tunnel will ascend to the surface of 42d street by escalator and walk about one block west to the Grand Central station of the existing subway, where their transfers will entitle them to a ride in either direction in the subway.

Fourth Avenue Subway, Brooklyn.— The Fourth Avenue subway in Brooklyn also will be placed in operation this year, probably in the Spring or early Summer. It will be operated by the New York Municipal Railway Corporation under the Dual System contract provision for temporary operation. At the time the Dual System contracts were signed this subway, which was built by the City, was completed from the Manhattan bridge through Flatbush avenue extension, Fulton street, Ashland place and Fourth avenue, Brooklyn, to 43d street. It was built with four tracks, two for express and two for local service. As in the case of the Steinway Tunnel, certain changes were necessary to fit this subway for use in connection with the other Dual System lines assigned to the Brooklyn company for operation. The principal changes are being made at the 36th Street and DeKalb Avenue stations. At 36th street it was necessary to reconstruct the southern end of the station to provide for the junction with the 38th Street line, which the New York Municipal Railway Corporation is constructing to connect the Fourth Avenue subway with the proposed elevated railroads down New Utrecht and Gravesend avenues to Coney Island. At the DeKalb Avenue station it was necessary to install certain crossovers to permit the stopping of express trains at this station, which was built for a local station. This, in turn, was made necessary by the plans for the building of the Whitehall Street-East River-Montague Street tunnel, the two tracks from which will connect with the Fourth Avenue subway just west of the DeKalb Avenue station. The contract for the reconstruction of the 36th Street station and the construction of the new railroad along 38th street from Fourth avenue to Tenth avenue was awarded by the Commission to the New York Municipal Railway Corporation on February 3, 1914. The work is now more than half completed. The contract for the reconstruction of the DeKalb Avenue station was awarded in December, 1914, and the work should be completed during the coming Summer. Temporary operation, however, can begin before this work is completed.

It was also necessary to do certain construction work at the Manhattan bridge and certain reconstruction work in the Centre

Street Loop subway in Manhattan to prepare for the operation of the Fourth Avenue subway. The tracks from this subway cross the East river over the Manhattan bridge. At the Manhattan end of that bridge two tracks will continue through a subway now being constructed under Canal street to a junction with the subway being built in Broadway. The other two tracks will descend from the bridge into the Centre Street Loop subway and continue south in that subway to the Chambers Street station, in the basement of the new Municipal Building. The Department of Bridges of the City is just finishing the connection between the tracks coming from the subway and the tracks over the Manhattan bridge at the Brooklyn approach to the bridge, and the New York Municipal Railway Corporation has nearly completed the reconstruction of the two easterly tracks in the Centre Street Loop, for connection with the tracks coming over the bridge. The work should be completed before Spring opens. The Centre Street Loop subway also has been connected with the Brooklyn bridge, so that it will be possible for the Brooklyn elevated trains operating over that bridge to pass through the Loop subway and return to Brooklyn either over the Manhattan bridge or the Williamsburg bridge. The exact method of operation has not yet been announced by the company. The Dual System plans call for the extension of the Loop subway from the Municipal Building down Nassau street to Broad street and a junction with the new Whitehall Street-East River-Montague Street tunnel line.

Meantime the Commission took steps to provide for the installation of tracks and signal systems in both the Fourth Avenue and Centre Street Loop subways. In the case of the existing subway the track-laying was a part of the contract for construction and operation. In the case of the Dual System, the Commission decided that the City itself should purchase the steel rails and other track materials for all the new lines, on the theory that better prices could be obtained by purchasing in quantities. Accordingly, for the first time in its history, the City became an extensive purchaser of steel rails. In the Spring of 1914, the Commission advertised for quantities of steel rails and other track materials necessary to equip the entire Fourth Avenue subway in Brooklyn. In March, April and May it awarded to the lowest bidders con-

tracts for such materials, aggregating more than \$400,000 at prices which were considered exceptionally reasonable. On July 21, 1914, after public bidding, it awarded the contract for track installation to the Thomas Crimmins Contracting Company which is to use the rails and other materials purchased by the City. Track-laying has already begun, and will be completed in time for temporary operation of the subway.

The Fourth Avenue subway is to be extended from 43d street down Fourth avenue to 86th street, near Fort Hamilton. The four-track construction will continue to 65th street, and from that point to 86th street the subway will be a two-track line. Construction contracts for this extension were awarded in October, 1912, and the work is rapidly approaching completion. Work on the first section, extending from 43d to 61st street, is about 90 per cent completed; and that on the second section, from 61st to 86th street, about 75 per cent completed. The former can be finished easily in time for temporary operation, and the Commission has called upon the contractor to expedite work upon the upper portion of the second section, namely, from 61st to 65th street, so that at least two of the four tracks from 43d to 65th street may be completed in time for this operation. This was made advisable by the rapid progress made by contractors for the New York Municipal Railway Corporation in reconstructing the Sea Beach line. This line was made a part of the Dual System, and the contracts provide that it should be rebuilt as a four-track line from its connection with the Fourth Avenue subway at 65th street to Coney Island. The reconstruction contract was awarded in October, 1913 with a seventeen months' time limit, and the contractor has nearly completed the work two months in advance of the time limit. It will, therefore, be possible, when the construction of the extension and the reconstruction of the original subway are completed, to have temporary operation of this line in connection with the Sea Beach railroad from the Municipal Building in Manhattan to Coney Island. There are so many elements entering into the preparations for operation that it is impossible to predict with accuracy the date for the beginning of such operation, but it is confidently expected that it will take place during the present year. If it should be found that the whole line can-

not be equipped within a reasonable time, it will be possible to have temporary operation from the Municipal Building in Manhattan to 36th street, but up to the present time it has not been practicable to decide upon any definite plan for temporary operation.

Third-tracking of Elevated Railroads.—Following the temporary operation of the Steinway Tunnel and the Fourth Avenue subway, the next relief will come from the completion of the third-tracking work on various elevated railroads in Manhattan, The Bronx and Brooklyn. These railroads are owned by private corporations under perpetual charters granted many years ago. Under the Dual System contracts the companies owning them were authorized to construct additional tracks on certain lines as well as to build certain extensions of those lines. On February 13, 1914, the Interborough Rapid Transit Company awarded to three contracting firms the work of building additional tracks upon the Second, Third and Ninth Avenue elevated lines in Manhattan and The Bronx, according to plans approved by the Commission. The work is now going on upon all these lines, and that upon two of them is well advanced. The contractors are employing about 2,000 men and are pushing the work, which should be completed during the present year. The third-tracks will be used for express service, and their operation will aid materially in moving the growing traffic from north to south in the morning and back in the evening. At present there is a third-track on the Ninth Avenue elevated from Christopher street to 116th street. When the improvement is completed this track will extend south to Rector street and north to 155th street. Similarly, there is a third-track on the Third Avenue elevated from 42d street to 129th street, and this will be extended south to the City Hall and north to 145th street. The Second Avenue line also will be third-tracked for its entire length from Chatham square to the Harlem river. Connections will be built between the Ninth Avenue elevated and the new Jerome Avenue elevated branch of the Lexington Avenue subway, as well as between the Third Avenue elevated and the existing subway where they intersect near 149th street. When these connections are completed, it will be possible to continue the Ninth Avenue elevated trains from the present terminus at 155th street to Woodlawn road over the new line in Jerome avenue.

On June 16, 1914, the New York Municipal Railway Corporation awarded the contract for the third-tracking of the Fulton Street elevated railroad in Brooklyn from Nostrand avenue to Sackman street. This work is now about one-third completed. On October 15, 1914, the same company awarded the contract for the third-tracking of the Broadway elevated railroad in Brooklyn from Havemeyer street to Myrtle avenue. This work has just about started. The company is also authorized to build a third-track on the Myrtle Avenue elevated line, but the contract for this has not yet been awarded. The contract for the third-tracking of the Fulton Street elevated line between Nostrand avenue and the East river has not yet been awarded, and the operation of the third-track on this line will therefore await the completion of this section. The starting of work is contingent, to a certain extent, upon the decision of the City authorities and the company with reference to the removal of the existing elevated structure in Fulton street between Borough Hall and the Brooklyn bridge to Adams street. As stated in chapter I, such an exchange is now possible under the amended Rapid Transit Act, and the Commission, before acting upon the company's application for the exchange, is awaiting advice from the Board of Estimate and Apportionment as to whether the City will provide the extra funds needed to defray its share of the cost of the proposed improvement. If the exchange is not made, the existing structure in Fulton street will be third-tracked.

Elevated Railroad Extensions.—The Dual System contracts authorize the New York Municipal Railway Corporation to build an elevated connection between the Myrtle Avenue and Broadway elevated railroads in Brooklyn; to build an extension of the Myrtle Avenue elevated railroad to Lutheran cemetery over the right of way of the company's Lutheran Cemetery surface line; also to build an extension of the Fulton Street elevated railroad from the Brooklyn Borough line out Liberty avenue to Lefferts avenue, in Queens Borough.

The connection between the Myrtle Avenue and Broadway lines, work on which was begun in 1913, was completed and placed in operation during the year. The first section of the Lutheran

Cemetery line, the contract for which was awarded in 1913, has been completed; and the second section, which was awarded in February, 1914, is nearly finished. The company, in July, 1914, awarded contracts for the construction of stations on this line, and work thereon is well advanced. Operation of the line should begin during the year. On February 9, 1914, the company awarded to the Phoenix Bridge Company the contract for the construction of the Liberty Avenue extension and work thereon is about 70 per cent completed. Recently the company awarded the construction contracts for the stations on this line. Unless unforeseen difficulties arise, this extension should be ready for operation during the present year.

The Interborough Rapid Transit Company is authorized by the Dual System contracts to build a connection between its Second Avenue elevated railroad in Manhattan and the Queensboro bridge, thus making possible the operation of Second Avenue elevated trains over the bridge and the new rapid transit lines in Queens to Astoria and Corona. The company has been authorized by the Commission to award the contract for this connection to the firms doing the third-tracking work. The connection can be built within a few months, and it probably will be finished by the time the elevated extensions in Queens Borough are ready for operation. Similar action was taken by the Commission in regard to the connection between the Ninth Avenue elevated and the new elevated railroad in Jerome avenue, as well as for the connection between the Third Avenue elevated railroad and the existing subway. The company also is obligated to build an extension of the Third Avenue elevated railroad from its present terminus at Fordham north through Webster avenue to Gun Hill road and east through Gun Hill road to a connection with the new elevated extension of the Lenox Avenue branch of the subway, running through White Plains road to 241st street. The Commission recently authorized the company to submit plans and specifications for this extension to at least six reputable contracting firms for bids. It is expected that the contract will be awarded early this year.

CONTRACTS ON CITY-OWNED LINES

The Commission completed plans and awarded contracts for twenty-four different sections of construction work upon City-owned lines of the Dual System during the year 1914; and in addition awarded one contract for track installation, one contract for station finish, four contracts for special work, and twenty contracts for steel rails and other track materials for the Fourth Avenue subway in Brooklyn. The work on City-owned lines is divided into eighty-three construction sections. With the contracts awarded up to December 31, 1914, sixty-four of such sections were under contract, leaving only nineteen to be awarded. Plans are being prepared for the remaining sections, and will be awarded as rapidly as they are completed. It is the expectation of the Commission to advertise and award all the remaining contracts during the present year.

At the close of the year the aggregate of all contract prices on City-owned lines was \$142,000,000. The work was being carried on by twenty-three different contractors who were employing about 16,000 men. In addition, the Interborough Rapid Transit Company and the New York Municipal Railway Corporation had contractors engaged on about \$12,000,000 worth of construction work, who were employing between 3,000 and 4,000 men. In many cases the contractors on City-owned lines were pushing the work with day and night shifts.

LINES FOR OPERATION BY INTERBOROUGH RAPID TRANSIT CO.

Route No. 5—Lexington Avenue Subway

At the close of the year 1913, as stated in the report for that year, the Lexington Avenue subway, which extends from 42d street, Manhattan, north under Lexington avenue and the Harlem river to 138th street and Park avenue, was under contract from 53d street, north. On July 16, 1914, the Commission awarded to the Rapid Transit Subway Construction Company the contract for the construction of Section No. 7, extending from 43d to 53d street. This company was the lowest bidder, at \$1,915,164.50. Work began last Fall, and the company is now employing about 300 men.

The Lexington Avenue subway is to be joined with the existing subway, running down Fourth avenue, and the connection will be made at 42d street. The Commission decided this important point during the year. At the time the Dual System contracts were signed it was not possible to locate this connection and the matter was left open for future determination. Both the Commission and the operating company, namely, the Interborough Rapid Transit Company, preferred to make the connection at 42d street, but this involved the acquisition of easements under valuable private property on both sides of that street, to wit: The Grand Union hotel on the south side and the New York Central property on the north side of the street. Negotiations for the purchase of these easements continued for some months, and an agreement was reached with the New York Central Railroad Company but the Commission was unable to reach a similar agreement with the owners of the Grand Union hotel property upon what it considered a reasonable basis. As a result, the Commission resolved to condemn the Grand Union hotel corner. Accordingly, condemnation proceedings were instituted early in the year against that property and title to the same was vested in the City with the appointment of condemnation commissioners, in May, 1914. The Commission at once advertised for bids for the wrecking of the hotel buildings. The old part of the hotel was of such a nature that the engineers of the Commission hesitated to attempt to underpin it, and accordingly it was determined to remove the buildings entirely, build the new subway under the plot and then sell the property, subject to the easement rights for the subway. Owing to a misunderstanding of specifications by the bidders, all bids were rejected and the contract readvertised in June, 1914. The contract was then awarded and the work of demolition was accomplished during the Summer.

The connection between the existing subway and the Lexington Avenue line will be made by a subway running diagonally from the existing structure in Park avenue under the Grand Union hotel property, 42d street, and the New York Central property at the corner of 42d street and Lexington avenue, leaving the existing subway at 38th and 40th streets and joining the Lexington Avenue line just south of 43d street. The greater part of the

length of the connecting line will be occupied by the so-called Diagonal station, which will be one of the largest underground stations in the world. It will connect directly with the New York Central and the New York, New Haven and Hartford Railroads, with the Steinway Tunnel line running east to Queens and west to Times square, and with the proposed extension of the Hudson and Manhattan Railroad from its present terminus at 33d street and Sixth avenue to the Grand Central station.

Routes Nos. 43 and 26 — Diagonal Station Connection

After public advertising, the Commission, on December 2, 1914, awarded to the Rapid Transit Subway Construction Company the contract for the construction of this connecting line, for \$3,097,312.50. The time limit for the completion of this contract is twenty-eight months. Work has just been started. The contract covers not only the construction of the Diagonal Station line but also the connection with the Steinway Tunnel.

Routes Nos. 4 and 38 — Seventh Avenue Subway

With the Lexington Avenue subway under way, it became advisable to expedite the construction of the Seventh Avenue subway, which is its complement on the west side of the City. The existing subway runs up the east side of the borough to 42d street, crosses 42d street to Broadway at Times square, and runs up Broadway on the west side of the City to the Harlem river and beyond. The Dual System contracts provide for the extension of this subway by two new four-track lines, one running north through Lexington avenue and connecting with the old subway on the east side, and the other running south from a connection with the existing subway at Times square and down Seventh avenue on the west side. The entire Seventh Avenue subway was placed under contract during the year, namely, from Times square south through Seventh avenue, Seventh avenue extension, Varick street, West Broadway and Greenwich street to the Battery. The work is divided into eight contract sections, and each section was awarded to the lowest bidder, as follows:

Section No. 1-A.—From South ferry to Battery place and Greenwich street, August 13, 1914, to the Rapid Transit Subway

Construction Company, for \$474,244. This section covers the connection at the Battery between the Seventh Avenue subway and the existing subway.

Section No. 1.— In Greenwich street from Battery place to Vesey street, June 19, 1914, to the Rapid Transit Subway Construction Company, for \$2,121,077.25.

Section No. 2.— In Greenwich street and West Broadway from Vesey street to Beach street, March 9, 1914, to the Degnon Contracting Company, for \$3,059,522.

Section No. 3.— In Varick street and Seventh avenue extension from Beach street to Commerce street, December 31, 1913 (work begun in 1914), to the Degnon Contracting Company, for \$2,185,063.50.

Section No. 4.— In Seventh avenue from Commerce street to 16th street, April 15, 1914, to the U. S. Realty and Improvement Company, for \$1,837,726.50.

Section No. 5.— In Seventh avenue from 16th to 30th street, December 31, 1913 (work begun in 1914), to the U. S. Realty and Improvement Company, for \$2,401,306.75.

Section No. 6.— In Seventh avenue from 30th to 43d street, February 11, 1914, to the Rapid Transit Subway Construction Company, for \$2,292,943.50.

Section No. 6-A.— In Seventh avenue from 43d to 45th street, August 6, 1914, to the Holbrook, Cabot and Rollins Corporation, for \$421,566.

Section No. 6-A includes the connection between the Seventh Avenue and the existing subways at Times square. The work is of such a nature that the contractor is required to protect the existing subway and see that the connection is made without interrupting the operation of trains and without endangering the safety of passengers. On this account, bidders were asked to specify the amount for which they would undertake to protect the existing subway. In the first bidding, the Oscar Daniels Company was the lowest bidder, but its bid specified only \$12,000 for the protection of the subway. The Interborough Rapid Transit Company, the lessee of the subway, protested to the Commission that

this amount was inadequate and that such a bid showed that the bidder did not have the proper conception of the difficult nature of the work. After full consideration the Commission rejected all bids and readvertised. Upon the second bidding, the Holbrook, Cabot and Rollins Corporation was the lowest bidder, and it specified \$33,000 for the protection of the subway. Again, the Interborough Company lodged a protest, but in view of all the circumstances, the Commission, on the advice of its engineers, awarded the contract to the Holbrook, Cabot and Rollins Corporation.

Route No. 48 — Park Place, William and Clark Street Subway

This is a two-track branch of the Seventh Avenue subway. It leaves that subway just north of Park place and runs under Park place, the United States Post Office property and Beekman street to William street and under William street south to Old Slip and a connection with the Old Slip-Clark Street tunnel line to Brooklyn. It is divided into three contract sections, all of which were advertised and awarded during the year. Contracts for all three sections and awarded to the lowest bidders after public competition, and executed upon the dates named, as follows:

Section No. 1.— Under Park place, the United States Post Office and Beekman street to William street, December 7, 1914, to Frederick L. Cranford, Inc., for \$1,571,363.50.

Section No. 2.— Under William street from Beekman street to Old Slip, December 7, 1914, to Smith, Hauser and MacIsaac, Inc., for \$2,254,670.

Section No. 3.— From Old Slip, Manhattan, by tunnel under the East river to Clark street, Brooklyn, August 6, 1914, to Flinn-O'Rourke Company, Inc. (successors to the successful bidders, Booth and Flinn, Ltd., and the O'Rourke Engineering Construction Company), for \$6,469,916.25.

The award of the contract for Section No. 1 was delayed for some months pending negotiations with the United States Government for the necessary easement under the Post Office property. These negotiations were conducted between the Commission and William G. McAdoo, Secretary of the Treasury. Mr. McAdoo retained real estate experts to report upon the damage the proposed subway would do to the Post Office property, and these

experts estimated the value of the easement at \$1,000,000. When their report was communicated to the Commission, the fact that the Government's ownership of the property was restricted was called to the attention of the Secretary of the Treasury. The site of the Post Office was originally a part of City Hall park and when sold to the United States government it was specified in the deed that the property should be used only for the erection and maintenance of a building to be used as a Post Office and for the accommodation of the United States courts, and that if used for any other purpose, the property was to revert to the City. Upon full consideration, the Government authorities decided that the damage which would be done by the subway to a piece of property held under such restricted conditions would be merely nominal, and the Secretary of the Treasury therefore consented to the grant of the easement for a consideration of \$1. The deed of easement was passed last Fall, and as soon as the agreement had been reached the Commission advertised for bids for the construction of the line.

Route No. 16 — Jerome Avenue Line

The Lexington Avenue subway ends at 157th street and River avenue. From that point, Route No. 16 extends over River and Jerome avenues to Woodlawn road. The extension will be a three-track elevated railroad. The contract for the construction of Section No. 1, from 157th to 182d street, was awarded December 31, 1913 (work begun in 1914) to the Oscar Daniels Company, the lowest bidder, for \$1,077,978. Work on this contract is about one-fourth completed.

The contract for Section No. 2, from 182d street to Woodlawn road, was awarded to the Cooper and Evans Company, the lowest bidder, for \$1,076,831, and executed on April 3, 1914. This work is about one-fifth completed. The time limit on each contract is eighteen months, so that the construction on both sections should be completed during the present year.

Route No. 18 — White Plains Road Line

This is an extension of the Lenox Avenue branch of the existing subway, which now terminates at 180th street or Bronx park. The extension will be a three-track elevated railroad, running

from Bronx park north through private property and White Plains road to 241st street, near the northern city boundary. The contract for Section No. 2 of this route, extending from 241st street south to Burke street, was awarded December 31, 1913 (work begun in 1914) to Alfred P. Roth, the lowest bidder, for \$958,484. The work on this section is more than half done.

The contract for Section No. 1, extending from Bronx park to Burke street, was awarded to the Oscar Daniels Company, the lowest bidder, for \$914,400.25, and executed March 24, 1914. The work on this section is about one-fifth completed. The time limit is eighteen months for each contract, so that the entire line should be finished during the present year.

Route No. 12 — Eastern Parkway Line, Brooklyn

Under the Dual System contracts, the existing subway which now terminates at Flatbush and Atlantic avenues, Brooklyn, will be extended out Flatbush avenue to Eastern parkway and under Eastern parkway to Buffalo avenue as a four-track subway, with a three-track elevated extension from Buffalo avenue through East 98th street and Livonia avenue to New Lots avenue, and a two-track subway branch from Eastern parkway down Nostrand avenue to Flatbush avenue. This will be for operation by the Interborough Rapid Transit Company in connection with the existing subway. The line through Flatbush avenue also includes a two-track subway, for operation by the New York Municipal Railway Corporation, which will connect the Fourth Avenue subway in Flatbush avenue extension by a line through Fulton street, St. Felix street and Flatbush avenue with the existing Brighton Beach railroad at Malbone street. Accordingly, the plans for the work in Flatbush avenue provide for a six-track structure between the terminus of the existing subway and Prospect Park plaza, where the four tracks for operation by the Interborough Company diverge under the plaza and through Eastern parkway, while the two tracks for operation by the Brooklyn company continue under Flatbush avenue to a junction with the Brighton Beach line.

The contract for Section No. 1, extending from the existing subway terminus under Flatbush avenue to Prospect place, including the St. Felix Street connection, was awarded to the Cranford

Company, the lowest bidder, for \$2,195,296.25, and executed July 16, 1914. The contractor began work last Fall and about 6 per cent of the work is completed.

The contract for Section No. 1-A, in Flatbush avenue from Prospect place to Prospect Park plaza, was awarded to Cranford Company, the lowest bidder, for \$2,225,519.25, and executed on May 4, 1914. Work was begun last Summer, and the contract is now about 12 per cent completed. The time limit for both sections is thirty months, so that the two sections should be completed about the end of the year 1916.

Plans for the balance of the route, through Eastern parkway, Nostrand avenue and Livonia avenue, are about completed and construction bids will be invited during the present year. As the work through Eastern parkway, Nostrand avenue and Livonia avenue can be completed in two years or less, it is expected that this work will be finished by the time the heavy construction in Sections Nos. 1 and 1-A is completed.

The original plans called for four tracks on one level through Eastern parkway. It was found that this type of construction would seriously interfere with and probably kill a large number of shade trees in Eastern parkway. At the request of the Park Department of Brooklyn and several prominent citizens, the Commission's engineers made a study of the situation with the view of devising a plan which would preserve the trees. It was decided to change the structure from four tracks on one level to a double-deck structure, with two tracks on each level, resulting in reducing by nearly one-half the width of the street to be occupied by the subway structure. This change brought the line of excavation outside of the shade tree line, so that, except in a few cases, the fine trees now standing will not be disturbed.

Route No. 50—Steinway Tunnel Extension, Queens

This is a subway and elevated extension of the Steinway Tunnel from its present terminus at Jackson and Van Alst avenues, Long Island City, through Davis street and Ely avenue to the Queensboro Bridge plaza, where it connects with the new elevated railroads to Astoria and Corona. The contract for its construction was awarded to the Degnon Contracting Company, the lowest

bidder, for \$557,856.50, and executed on December 31, 1913 (work begun in 1914). The time limit is eighteen months, and the work is now about 40 per cent completed.

LINES FOR OPERATION BY THE NEW YORK MUNICIPAL RAILWAY CORPORATION

Route No. 5 — Broadway Subway in Manhattan

In the Dual System the main distributing line for the New York Municipal Railway Corporation (Brooklyn Rapid Transit) lines will be the Broadway-Seventh Avenue subway. As before stated, a new tunnel for this system is being constructed under the East river from Montague street, Brooklyn, to Whitehall street, Manhattan. The tunnel line continues as a two-track subway across Manhattan through Whitehall street to Morris street and Trinity place, where it curves northward and runs through Trinity place and Church street to Vesey street, curving under St. Paul's Churchyard, Vesey street, and the old Astor House property into Broadway and to the City Hall station at Murray street. Here the line changes to a four-track subway and continues up Broadway to 42d street, and thence under Seventh avenue to 59th street, where the four-track construction ends. Two tracks curve to the eastward and continue through 59th street to Fifth avenue, where one track diverges to 60th street and the other continues through 59th street to the Queensboro bridge. The two tracks continue over the Queensboro bridge to a connection with the new elevated railroads in Queens, running to Astoria and Corona, over which the New York Municipal Railway Corporation will have trackage rights. A great part of the Broadway subway was placed under contract in the years 1912 and 1913, as previously reported. During the year 1914, the following additional contracts were awarded:

Routes Nos. 4 and 36 — Broadway Subway in Manhattan

The contract for Section No. 2, lying in Broadway between 26th and 38th streets, was awarded to the U. S. Realty and Improvement Company, the lowest bidder, for \$2,657,004.50, and executed July 16, 1914. The time limit is 32 months, and the contractor has just about fairly started on the work.

The contract for Section No. 5, which embraces that part of the line in 59th and 60th streets running from Seventh avenue on the west to Second avenue, or the approach to the Queensboro bridge, was awarded to the Degnon Contracting Company, the lowest bidder, for \$2,819,511, and executed July 31, 1914.

In November, 1914, the Commission advertised for bids for the construction of Section No. 4, lying in Seventh avenue between 51st and 59th streets. Bids were to have been opened December 11th, but, owing to litigation which arose over the alien labor clause of the State Labor Law, which affects all bidders on subway work, alluded to in chapter I of this report, the Commission deferred the opening of bids until December 29th, by which time it was hoped that a decision from the courts upon the law would have been rendered. On that day, however, the case was still pending undetermined in the Appellate Division, and the Commission therefore again postponed the receipt of bids. The section will be readvertised as soon as a final decision in the case is rendered.

The plans for Section No. 3, lying in Broadway and Seventh avenue between 38th and 51st streets, are well advanced and it is probable that the Commission will be ready to advertise for bids by the time the Labor Law case is decided.

The Board of Estimate and Apportionment, in December, instructed its Transit Committee to confer with the Commission with the view of bringing about, if possible, a change in the plans for this subway to provide for a tunnel under the East river from 59th or 60th street to a connection with the new lines in Queens, instead of carrying the tracks over the Queensboro bridge as provided for in the Dual System contracts. The Department of Bridges determined that, in order to provide for the subway traffic, the bridge would have to be strengthened, which would involve certain reconstruction and also the narrowing of the present roadway available for vehicular traffic. It was estimated that this reconstruction would cost about \$2,600,000. The Board of Estimate was informed by the Degnon Contracting Company, which has the contract for the construction of the subways in 59th and 60th streets, that in case the City would change the plans so as to provide for a tunnel under the East river it would

be a bidder for the construction of such tunnel at not more than \$4,500,000, and would also consent to the necessary change in its contract in 59th and 60th streets without extra cost to the City. The company also suggested that the crosstown part of the subway east of Fifth avenue be built entirely through 60th street, as the foot of 60th street would be a better starting point for the proposed tunnel than 59th street, which would be directly under the bridge structure. The Commission now has the matter under advisement.

Route No. 33 — Whitehall Street-East River-Montague Street Subway

The whole of this subway was placed under contract during the year. It extends as a two-track line from the Broadway subway at Morris street and Trinity place, Manhattan, through Whitehall street to the East river, under the East river to Montague street, Brooklyn, and under Montague street, Fulton street, private property and Willoughby street to a connection with the Fourth Avenue subway in Flatbush avenue extension. The contract for Section No. 1, extending from Morris street to the East river, was awarded to Booth and Flinn, Ltd., the lowest bidders, for \$2,059,182, and executed June 17, 1914. The time limit is thirty-two months, and work has just started.

The contract for Section No. 2, consisting of the tunnel under the East river from Whitehall street, Manhattan, to Montague street, Brooklyn, was awarded to Booth and Flinn, Ltd., and the O'Rourke Engineering Construction Company, the lowest bidders, for \$5,974,809.50, and executed July 16, 1914. The time limit is forty-two months, and work began in October, 1914. The contract has been assigned to the Flinn-O'Rourke Company, Inc., a corporation formed for the purpose by the successful bidders.

The contract for Section No. 3, embracing the work under Montague street and other streets to a connection with the Fourth Avenue subway, was awarded to the Flinn-O'Rourke Company, Inc., the lowest bidder, for \$3,395,152, and executed October 9, 1914. The time limit is thirty-six months, and work has just begun. This section also includes the connection, for operation by the Interborough Rapid Transit Company, through Willoughby street between the existing subway and the Old Slip-Clark Street tunnel line.

The line for the Whitehall Street-East River-Montague Street tunnel passes through Coenties Reef, an obstruction to navigation, which the United States Government is expected to remove. In the Rivers and Harbors Bill, pending in the last Congress, there was an appropriation for the improvement of New York harbor, which included an amount sufficient to deepen the channel over this reef. The Commission's engineers would prefer that any blasting to be done there by the Government should precede the construction of the rapid transit tunnel, and on that account the Commission sent a delegation to Washington in January, 1914, to urge the approval of the appropriation for this purpose, contained in the Rivers and Harbors Bill. As finally passed, however, the bill did not carry a specific appropriation for this purpose, and the request will probably be repeated when the matter again comes before Congress.

Route No. 20 — Canal Street Subway

At the request of the New York Municipal Railway Corporation, which agreed to defray the extra cost, a connection was provided between the two tracks of the Fourth Avenue subway crossing the Manhattan bridge and the new subway in Broadway, Manhattan. This connection is to be made by a subway running under Canal street from the bridge approach to Broadway. The contract for its construction was awarded to the Underpinning and Foundation Company, the lowest bidder, for \$1,822,994.25, and executed July 16, 1914. The time limit is thirty-two months, and the work is about 10 per cent completed.

Route No. 9 — Reconstruction of DeKalb Avenue Station

The second station in the Fourth Avenue subway on the Brooklyn side is located at DeKalb avenue. It was built as a local station, with platforms serving only the local tracks. When this line was made a part of the Dual System and the new tunnel line from Whitehall street, Manhattan, to Montague street, Brooklyn, was projected, it was planned to connect the tunnel line with the Fourth Avenue subway just west of the DeKalb Avenue station. This made it advisable to provide for the stopping of express trains passing through this tunnel at this station. The Commission accordingly adopted plans for the reconstruction of

the station and the installation of crossovers between the express and local tracks, so that the desired change in operation could be effected. The contract for such reconstruction was awarded to Samuel Beskin, the lowest bidder, for \$133,947.46, in December, 1914. At the end of the year this contract had not been executed, but it is expected that it will be signed soon and work will begin within a short time. The time limit is seven months for actual construction and four months additional for the restoration of the street surface.

Route No. 39 — New Utrecht Avenue Line

This line leaves the Fourth Avenue subway at 38th street and runs through the right of way of the New York Municipal Railway Corporation along 38th street to Tenth avenue, where it turns into New Utrecht avenue and continues over the so-called West End line of the Brooklyn Rapid Transit system, down New Utrecht avenue to 86th street, through 86th street to Stillwell avenue and through Stillwell avenue to Coney Island. It will be a three-track railroad, built in an open cut along 38th street and as an elevated railroad through New Utrecht avenue, 86th street and Stillwell avenue. The contract for Section No. 1, lying along 38th street between Fourth and Tenth avenues, was awarded to the New York Municipal Railway Corporation and executed February 3, 1914. The corporation agreed to construct the road for actual cost. The time limit is eighteen months, and the work is more than half done. It should be completed during the present year.

The contract for Section No. 2, embracing all the elevated railroad in New Utrecht avenue, 86th street and Stillwell avenue, was awarded to Post and McCord, Inc., the lowest bidder, for \$1,672,190, and executed December 31, 1913. Work was begun early in the year 1914, and is now about one-third done. The time limit is eighteen months.

The completion of this line probably will be delayed by reason of the litigation arising in December, 1914, when the Nassau Electric Railroad Company, one of the constituent companies of the Brooklyn Rapid Transit system, brought suit against the City and the Commission to prevent the continuation of the elevated

construction in New Utrecht avenue. The Nassau Electric Company owns and operates the existing surface car line running down New Utrecht avenue and known as the West End line. By reason of the construction of the new elevated railroad as planned it will be necessary to change the alignment of the tracks on the surface and also to lower the grade thereof in certain places. These changes, it is estimated, will cost about \$165,000, and the Brooklyn company has refused to bear the expense. Accordingly, it has brought suit to restrain the City from proceeding with the construction of the elevated line until provision can be made for the necessary changes in the surface car tracks. The complaint was served December 24, 1914, and the case is just in its preliminary stages in the court.

There is also a possibility of a change in the route where it runs through Stillwell avenue. The City has started a street opening proceeding for this part of Stillwell avenue but property owners in the vicinity are opposing it, and litigation is threatened. This may make it advisable for the Commission to change this part of the route and continue the elevated railroad through 86th street to a junction with the Sea Beach line near Coney Island, instead of using any portion of Stillwell avenue. This change is under consideration by the Commission.

Route No. 9-0 — Centre Street Loop Reconstruction, Manhattan

As stated in previous reports, the City has built a four-track subway from the Manhattan end of the Brooklyn bridge north under Centre street to Delancey street extension and east under Delancey street extension to the Williamsburg bridge, with a spur at Canal street connecting two tracks with the Manhattan bridge. This subway will be operated by the New York Municipal Railway Corporation in connection with its elevated railroads and with the Fourth Avenue subway. As stated in the report for 1913, temporary operation of the two westerly tracks was begun in August, 1913. The company this year was awarded the contract for the reconstruction of the two easterly tracks and their equipment with rails, third-rail, signal system, etc. The contract was executed February 3, 1914. The time limit is nine months, and the estimated cost about \$600,000. The work is more than 80 per cent completed, and should be finished early this year.

MISCELLANEOUS CONTRACTS

On July 21, 1914, the Commission executed a contract with the Thomas Crimmins Contracting Company, the lowest bidder, for the laying of tracks in the Fourth Avenue subway from the Manhattan bridge to 86th street, Brooklyn, for \$210,880. The time limit is six months, but the work has been delayed from unavoidable causes and will not be finished within that time. It is now about 20 per cent completed, and it is expected that it will be finished during the coming Spring.

The Commission also awarded to the Station Construction Company, Inc., the contract for the finish of six stations on the extension of the Fourth Avenue subway between 43d and 86th streets, for \$251,133.72. Work is in progress.

The Commission also awarded during the year contracts for special work and track materials for the Fourth Avenue subway, as set forth in the list of outstanding contracts presented later in this chapter.

Approval was given during the year to several contracts awarded by the New York Municipal Railway Corporation for various parts of the equipment of new lines. Under the Dual System contracts, the companies, at their own expense, provide the equipment for the City-owned lines as well as for their own roads, and this includes cars, third-rail, signal systems, cables, etc. Among them were contracts for two hundred steel cars for use in the Fourth Avenue subway; an automatic block signal and speed control signal system for all new lines to be operated by the New York Municipal Railway Corporation; also the laying of tracks and line equipment on the Liberty Avenue extension; the Lutheran Cemetery line and the Myrtle Avenue connection; also the third-rail installation in the Fourth Avenue subway and the signal system in the Centre Street Loop subway.

THE EXISTING SUBWAY

Comparatively little construction was done during the year on the existing subway. Some extra work for additional entrances, exits and other platform changes at stations was done, and as provided for in the original contract, wherever of permanent nature

and part of the structure, was paid for by the City. The details of this work are given in chapter III. The total amount of money expended by the City during the year on this account was \$9,856.83 for construction work on Contract No. 1 (the subway north of the City Hall) and \$3,784 on Contract No. 2 (the Brooklyn extension of the subway), a total of \$13,640.83. In addition, there was paid out \$13,055.74 for real estate on Contract No. 1 and \$99,641.72 for real estate on Contract No. 2. The total cost of the subway to the City up to December 31, 1914, was \$56,129,592.13.

SUMMARY OF CONSTRUCTION CONTRACTS

The following is a summary of all construction contracts on the new lines of the Dual System awarded up to the close of the year 1914:

CITY-OWNED LINES—INTERBOROUGH DIVISION

Statement as of December 1, 1914

Routes Nos. 43 and 26—Diagonal Station Connection

Sec.	Contractor	Connection between existing subway and Lexington Avenue and Steinway Lines	Limits	Contract delivered	Time for completion (months)	Amount of bid	Per cent of value of work completed	Average number of men employed (daily)
1	Rapid Transit Subway Construction Co.	Connection between existing subway and Lexington Avenue and Steinway Lines		Dec. 2, 1914	28	\$3,097,312.50		
Route No. 5—Lexington Avenue Subway								
7	Rapid Transit Subway Construction Co.	Lexington Ave., 43d to 53d St.		July 16, 1914	31	1,915,164.50	4	298
8	Bradley Contracting Co.	Lexington Ave., 53d to 67th St.		July 21, 1911	40	3,369,484.20	83	750
9	Patrick McGovern & Company	Lexington Ave., 67th to 79th St.		Feb. 13, 1912	40	1,961,997.00	95	291
10	Bradley Contracting Co.	Lexington Ave., 79th to 93d St.		July 21, 1911	40	3,253,072.80	96	375
11	Bradley Contracting Co.	Lexington Ave., 93d to 106th St.		July 21, 1911	40	3,132,195.05	96	361
12	Oscar Daniels Company	Lexington Ave., 106th to 118th St.		Sept. 3, 1911	40	2,825,740.74	94.6	146
13	Assigned to McMullen, Snare & Triest, Inc.	Lexington Ave., 118th to 129th St.		Nov. 17, 1911	40	4,071,416.50	94	467
14	Arthur McMullen & Hoff Company	Lexington Ave., & 129th St., Manhattan, to 135th St., The Bronx		July 23, 1912	40	3,889,775.05	82.5	469
15	Assigned to Rodgers & Hagerty, Inc.	Mott & Gerard Aves., 135th to 157th St.		Nov. 17, 1911	40	3,820,129.75	92.7	381
Route No. 16—Jerome Avenue Extension								
1	Oscar Daniels Company	Jerome Ave., 157th to 182d St.		Dec. 31, 1913	18	1,077,978.00	20.9	178
2	Cooper & Evans Company	Jerome Ave., 182d St. to Woodlawn Road		Apr. 3, 1914	18	1,076,831.00	18.2	121
Routes Nos. 19 and 22—Southern Boulevard and Westchester Avenue Extension								
1	Richard Carvel Co., Inc.	138th St. and Southern Boulevard, Alexander Ave. to 147th St.		Oct. 22, 1912	40	2,263,281.75	44.4	504
1-A	Rodgers & Hagerty, Inc.	Southern Boulevard and Whitlock Ave., 147th St. to Bancroft St.		Dec. 31, 1913	30	2,263,159.25	22.7	366
Route No. 18—White Plains Road Extension								
1	Oscar Daniels Company	Bronx Park East to White Plains Road and Burke St.		Mar. 24, 1914	18	914,400.25	15.7	76
2	Alfred P. Roth	White Plains Road, Burke St. to 241st St.		Dec. 31, 1913	18	958,484.00	48.3	75
Routes Nos. 4 and 38—Seventh Avenue—Lexington Avenue Subway								
1-A	Rapid Transit Subway Construction Co.	South Ferry to Battery Pl. and Greenwich St.		Aug. 13, 1914	31	474,244.00	9	84
1	Rapid Transit Subway Construction Co.	Greenwich St., Battery Pl. to Vesey St.		June 19, 1914	33	2,121,077.25	5	331
2	Degnon Contracting Co.	West Broadway, Vesey to Beach St.		Mar. 9, 1914	36	3,059,522.00	10	332
3	Degnon Contracting Co.	Variak St. and 7th Ave. Ext., Beach to Commerce St.		Dec. 31, 1913	36	2,185,063.50	39	370

4	U. S. Realty & Improvement Co.	Seventh Ave., Commerce to 10th St.	Apr. 15, 1914	36	1,837,726.60	18	409
5	U. S. Realty & Improvement Co.	Seventh Ave., 16th to 30th St.	Dec. 31, 1913	36	2,401,306.76	29	737
6	Rapid Transit Subway Construction Co.	Seventh Ave., 30th to 43d St.	Feb. 11, 1914	36	2,202,943.60	22	667
6-A	Hebbroek, Cabot & Rollins Corporation	Seventh Ave., 43d to 46th St.	Aug. 6, 1914	33	421,666.00	34	180

Route No. 48—Park Place, William and Clark Street Subway

1	Frederick L. Cranford, Inc.	Park Place and Beekman St., West Broadway to William St.	Dec. 7, 1914	28	1,571,363.50		
2	Smith, Hauser & MacIsaac, Inc.	William St., Beekman St. to Old Slip	Dec. 7, 1914	28	2,254,670.00		
3	Assigned to Flinn-O'Rourke Co., Inc.	Old Slip, Manhattan, to Clark St., Brooklyn	Aug. 6, 1914	42	6,460,916.25	4	203

Route No. 12—Eastern Parkway, Brooklyn, Subway

1	Cranford Company	Flatbush Ave. and St. Felix St., Fulton St. to Prospect Place	July 16, 1914	30	2,195,296.25	4	260
1-A	Cranford Company	Flatbush Ave., Prospect Place to Plaza	May 4, 1914	30	2,225,510.25	9	336

Routes Nos. 36 and 37—Woodside, Astoria and Corona Elevated Line

1	Share & Triest	Queensboro Bridge Plaza, Jackson Ave., and Diagonal St.	Oct. 7, 1913	24	884,859.00	41	170
2	Cooper & Evans Company	Second Ave., Beebe Ave. to Ditmars Ave.	Mar. 11, 1913	18	860,743.50	100	
3	E. E. Smith Contracting Co.	Queens Boulevard and Roosevelt Ave. Van Dam St. to Alhambra Ave.	Mar. 11, 1913	18	2,063,588.00	86	380

Route No. 26—Steinway Tunnel

	Rapid Transit Subway Construction Co.	Madison Ave. and 42d St., Manhattan, to Davis St., Queens	Apr. 13, 1914	9	383,910.75	70	443
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Route No. 50—Steinway Tunnel Extension

	Degnon Contracting Company	Davis St. and Ely Ave., Van Alst Ave. to Queensboro Bridge Plaza	Dec. 31, 1913	18	557,856.50	33	184
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COMPANY-OWNED LINES—INTERBOROUGH DIVISION

Third-tracking Elevated Railroads in Manhattan and The Bronx

	Terry & Trench Co., Inc., Snares & Triest Co., and T. A. Gillespie Co.	Additional tracks on Second, Third and Ninth Avenue Elevated Lines	Feb. 13, 1914	18	(Cost plus percentage)	1777	
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CITY-OWNED LINES—NEW YORK MUNICIPAL DIVISION

Route No. 5—Broadway-Fourth Avenue Subway

1	F. L. Cranford, Inc.	Trinity Place and Church St., Morris to Fulton Street	Sept. 27, 1912	40	1,222,269.20	85	280
1-A	F. L. Cranford, Inc.	Church and Vesey Sts. and Broadway, Fulton St. to Park Place	Sept. 27, 1912	40	982,740.70	78.8	170
2	Degnon Contracting Co.	Broadway, Park Place to Walker St.	Feb. 6, 1912	40	2,355,828.50	97.1	324
2-A	O'Rourke Eng. Construction Co.	Broadway, Walker to Howard St.	July 17, 1912	40	912,351.60	84.6	179
3	Underpinning & Foundation Co.	Broadway, Howard to Bleeker St.	Jan. 19, 1912	40	2,295,086.50	89.1	109
4	Dock Contractor Company	Broadway, Bleeker St. to Union St.	Aug. 19, 1913	38	2,373,078.00	67.1	543

CITY-OWNED LINES — NEW YORK MUNICIPAL DIVISION — (Continued)

Routes Nos. 4 and 36—Broadway-Fourth Avenue Subway

Sec.	Contractor	Limits	Contract delivered	Time for completion (months)	Amount of bid	Per cent of		Average number of men employed (daily)
						value of work completed	work completed	
1	E. E. Smith Contracting Company	Broadway, Union Sq. to 26th St.	Aug. 1, 1913	36	\$2,059,702.50	54.7		594
2	U. E. Realty & Improvement Co.	Broadway, 26th to 38th St.	July 16, 1914	32	2,687,004.50	3		371
3	Degnon Contracting Co.	39th and 60th Sts., 7th to 2d Ave.	July 31, 1914	29	2,819,511.00	1.8		230
Route No. 33—Broadway-Fourth Avenue Subway								
1	Booth & Flinn, Ltd.	Whitehall St., Battery Pl. to South St.	June 17, 1914	32	2,059,182.00	2.2		94
2	Assigned to Flinn-O'Rourke Co., Inc.	Whitehall St., Manhattan, to Montague St., Brooklyn	July 16, 1914	42	5,974,809.50			219
3	Flinn-O'Rourke Co., Inc.	Montague St., Clinton St. to Flatbush Ave. Extension	Oct. 9, 1914	36	3,385,152.00			
Route No. 20—Canal Street Subway								
2	Underpinning and Foundation Co.	Canal St., Broadway to Bowery	July 16, 1914	32	1,822,994.25	7.9		277
Routes Nos. 9 and 11—Fourth Avenue, Brooklyn, Subway								
See Sections 9-C-1	Wm. Bradley; Smith, Scott & Co.; Tidewater Bldg. Co. & Thos. B. Brynson and E. E. Smith Con. Co.	Manhattan Bridge to 43d St.	Nov. 9, 1909		*19,848,818.01	100		
Route No. 9—Fourth Avenue, Brooklyn, Subway								
Reconstruction of DeKalb Avenue Station					133,947.46			
Route No. 11-B—Fourth Avenue, Brooklyn, Subway Extension								
1	Degnon Contracting Co.	Fourth Avenue, 43d to 61st St.	Oct. 4, 1912	24	1,930,258.50	80		492
2	Degnon Contracting Co.	Fourth Avenue, 61st to 86th St.	Oct. 4, 1912	24	1,904,171.25	66		570
Route No. 39—New Utrecht Avenue, Brooklyn, Elevated Line								
1	New York Municipal Railway Corporation	Fourth Avenue, 33d St. to 38th St.; Culver Cut, Fourth Ave. to Tenth Ave.	Feb. 3, 1914	18		52		1,412
2	Post & McCord, Inc.	New Utrecht Ave., 86th St. and Stillwell Ave., 39th St. to Coney Island	Dec. 31, 1913	18	1,672,190.00	30		67
Route No. 9-O—Centre Street Loop Subway								
	Bradley Con. Co.; Cranford Co.; Degnon Con. Co.	Centre St., Brooklyn Bridge to Williamsburg Bridge		1907	*12,884,896.49	100		
Route No. 9-O—Centre Street Loop Reconstruction								
	New York Municipal Railway Corporation	Centre St., Brooklyn Bridge to Williamsburg Bridge	Apr. 25, 1913		325,000.00	100		
	New York Municipal Railway Corporation	Centre St., Brooklyn Bridge to Williamsburg Bridge	Feb. 3, 1914	9	800,000.00 (Approximate)	78		559

COMPANY-OWNED LINES—NEW YORK MUNICIPAL DIVISION

		Sea Beach Line Reconstruction							
	G. W. McNulty, Inc.	62d and 65th Sts., between Fourth Ave. and 86th St.	Oct. 6, 1913	17	\$1,877,525.00	94		1,074	
		Lutheran Cemetery Line							
1	Cooper & Evans Company	Private right of way, Wyckoff Ave. to Fresh Pond Road	Aug. 28, 1913	250 days	245,870.00	100			
2	F. W. Burnham	Private right of way, Fresh Pond Road to about 1,500 feet east of Fresh Pond Road	Feb. 27, 1914	5	143,225.40	98			
		Lutheran Cemetery Line—Station Construction							
1	F. W. Burnham	Construction of two stations	July 22, 1914	4	72,149.00	82		34	
2	F. W. Burnham	Construction of one station	July 22, 1914	4	62,205.00	96		80	
		Liberty Avenue Elevated Line							
	Phoenix Bridge Co.	Liberty Avenue, from Borough line to Lefferts Avenue, Queens Borough	Feb. 9, 1914	12	707,661.00	65		32	
	F. J. Carlin Construction Co.	Construction of six stations on this line		6	232,000.00				
		Myrtle Avenue-Broadway Connection							
	Terry & Trench Co., Inc.	Myrtle Avenue, Broadway to Willoughby Ave. and private right of way between Broadway and Myrtle Avenue	July 18, 1913	6	110,411.50	100		26	
		Fulton Street Additional Tracks							
	Milliken Bros., Inc. (Steel) and Terry & Trench Co., Inc. (Erectors)	Fulton St., from Nostrand Ave. to Seckman Street	June 16, 1914	18	†1,089,671.50	84		123	
		Broadway Elevated Line Additional Tracks							
	Terry & Trench Co., Inc.	Havenmeyer St., to Myrtle Ave.	Oct. 15, 1914	12	321,305.70			6	
		Installation of Track Equipment—Liberty Avenue Line and Lutheran Cemetery and Myrtle Avenue Connection							
	Empire Construction Company	Laying of tracks and line equipment on lines named	‡150 days on Liberty Ave.; 90 days on Connection		115,987.65	1		24	
		Fourth Avenue Subway—Third Rail							
	Thomas Crimmins Contracting Co.	Installation of Third rail and Track Rail Bonding	30 days after completion of track-laying		197,442.20				

* Includes \$200,000 for real estate.

† Includes real estate.

‡ Time for completion to date from time when steel work is completed sufficiently to permit track work to begin.

COMPANY-OWNED LINES—NEW YORK MUNICIPAL DIVISION — (Continued)

Centre Street Loop Subway—Signal System

Sec.	Contractor	Limits	Contract delivered	Time for completion (months)	Amount of bid	Per cent of value of work completed	Average number of men employed (daily)
	Federal Signal Company	Signal system in Centre Street Loop	Aug. 28, 1914	4	\$196,000.00		
	Standard Underground Cable Co.	Cables					
		Installing cables under Contract No. 4	Oct. 16, 1914	5	162,644.20		
	G. M. Gest	Ducts and Manholes					
		Installing ducts and manholes under Contract No. 4	Oct. 23, 1914	5	34,492.50		

MISCELLANEOUS CITY CONTRACTS

Track Installation, Fourth Avenue Subway

Thomas Crimmins Contracting Co.	Laying of tracks from Manhattan Bridge to 86th St. Materials furnished by the City	July 21, 1914	6	210,880.00	7	15	192
Station Construction Co., Inc.	Station Finish, Fourth Avenue Subway			251,133.72			15
	Six stations, 43d to 86th St.						

Special Work for Fourth Avenue Subway

Ramapo Iron Works	Portions 3, 9, 10 and 11.						\$7,827.00
Indianapolis Switch and Frog Co.	Portions 4, 7 and 8.						3,867.60
Pennsylvania Steel Co.	Portions 5, 6, 12, 13, 14, 15 and 16.						37,426.50

Track Materials for Fourth Avenue Subway

Bethlehem Steel Products Co.	Open hearth rails.	March 27, 1914.					127,108.00
Manganese Steel Rail Co.	Manganese rails.	March 26 "					43,190.52
The Rail Joint Co.	Splice bars.	March 27 "					19,035.00
Eastern Malleable Iron Co., Inc.	Eel hitches.	April 17 "					1,032.00
Eastern Malleable Iron Co., Inc.	Rail braces.	April 17 "					1,524.50
American Brake Shoe and Foundry Co.	Adjustable separators.	March 31 "					1,822.50
American Brake Shoe and Foundry Co.	Washers.	March 31 "					1,468.40
Lockawana Steel Co.	Cut track spikes.	April 4 "					3,937.52
American Iron and Steel Mfg. Co.	Screw spikes.	March 31 "					2,766.42
American Iron and Steel Mfg. Co.	Bolts and nuts.	March 31 "					6,572.45

The Crepschick Co., Inc.	Anti-creeps.	April 4.	2,786.00
Herbert W. Lookwood.	Tie plates, Type A.	May 18.	13,816.00
Herbert W. Lookwood.	Tie plates, Type B.	May 18.	1,824.00
Elyria Iron and Steel Co.	Tie plates, Type C.	May 18.	980.00
Elyria Iron and Steel Co.	Tie plates, Type D.	July 10.	3,060.00
Ramapo Iron Works.	Tie plates, Type E.	July 10.	2,728.00
Robert A. Keadbey.	Felt pads.	May 28.	1,840.80
Upper Hudson Stone Co.	Ballast.	May 19.	77,480.00
J. E. Burton.	Ties and timber.	March 27.	96,540.00
National Lock Washer Co.	Nut locks.	Sept. 18.	110.45

† Includes \$466,800 for furnishing steel, \$462,871.50 for erection and contract work and \$130,000 (estimated) for cost of track materials.

TOTAL PAYMENTS FOR RAPID TRANSIT WORK

The total payments by the City for rapid transit construction, including the purchase of real estate, since the inception of the existing subway up to December 31, 1914, as well as the total payments for the year 1914 are shown in the following tables:

MANHATTAN-BRONX—CONTRACT NO. 1

	Work and materials	Extra work and materials	Terminals	Real estate	Interest on corporate stock	Totals
Total disbursements to Dec. 31, 1913....	\$34,687,825 18	\$7,921,040 24 9,856 83	\$1,750,000 00	\$2,675,592 34 13,055 74	*\$3,694,485 33	\$50,728,943 09
Disbursements, 1914..	.....	.....	.....	.....	.....	22,912 57
	\$34,687,825 18	\$7,930,897 07	\$1,750,000 00	\$2,688,648 08	*\$3,694,485 33	\$50,751,855 66

NOTE.—*The total amount of interest on corporate stock issued was applied to the "Rapid Transit Railroad Rental" account—Manhattan and The Bronx, since 1905.

BROOKLYN-MANHATTAN—CONTRACT NO. 2

	Work and materials	Extra work and materials	Real estate	Interest on corporate stock	Total
Total disbursements to Dec. 31, 1913....	\$1,853,908 62	\$2,109,185 77 37 84	\$967,111 95 99,641 72	\$348,044 20	\$5,278,250 54
Disbursements, 1914.....	.....	.....	.....	.....	99,679 56
	\$1,853,908 62	\$2,109,223 61	\$1,066,753 67	\$348,044 20	\$5,377,930 10

NOTE.—The total amount of interest on the corporate stock issued was applied to the "Rapid Transit Railroad Rental" account—Brooklyn-Manhattan, since 1908.

Summary of payments on present subsidy to December 31, 1914

Contract No. 1.....	\$50,751,855 66
Contract No. 2.....	5,377,930 10
	<u>\$56,129,785 76</u>

INTERBOROUGH RAPID TRANSIT COMPANY—CONTRACT No. 3

DISBURSEMENTS BY THE CITY OF NEW YORK AND THE INTERBOROUGH RAPID TRANSIT COMPANY
ON ACCOUNT OF CITY-OWNED LINES

ROUTES	Total disbursements to December 31, 1913	Disbursements for year 1914	Total disbursements December 31, 1914
Lexington Avenue—Sections 7 to 15....	\$12,864,237 24	a\$7,301,659 38	\$20,165,896 62
Southern Boulevard—Westchester Ave....	175,317 41	a1,114,016 10	1,289,333 51
Astoria, Woodside and Corona.....	623,528 08	2,397,537 99	3,221,066 07
Jerome Avenue.....		a397,890 60	387,890 60
White Plains Road.....		a581,633 76	581,633 76
Steinway Tunnel, Man. R. 26.....		239,432 49	239,432 49
Steinway Tunnel, Queens, R. 50.....		a166,508 22	166,508 22
Eastern Parkway.....		139,821 86	139,821 86
Park Place, William and Clark Streets....		a26,190 48	26,190 48
Seventh Avenue.....		a2,543,917 30	2,543,917 30
Real estate (city).....	179,117 88	65,503 89	244,621 77
Real estate (company).....	130,858 44	b261,774 93	392,633 37
Total.....	\$14,178,059 05	\$15,225,887 00	\$29,398,946 05
Route 5, Section 6.....	\$241,214 61	\$58,871 63	\$300,086 24

NOTE.—a Total vouchers drawn upon I. R. T. Co. for payment to contractors included above. \$3,953,613 96
b Total contribution of I. R. T. Co. to City for real estate, included above. 261,774 93

NEW YORK MUNICIPAL RAILWAY CORPORATION—CONTRACT No. 4

DISBURSEMENTS BY THE CITY OF NEW YORK AND NEW YORK MUNICIPAL RAILWAY CORPORATION
ON ACCOUNT OF CITY-OWNED LINES

ROUTES	Total disbursements to December 31, 1913	Disbursements for year 1914	Total disbursements December 31, 1914
Brooklyn Loop Lines.....	\$12,767,732 05	\$173,725 76	\$12,941,457 81
Brooklyn—Fourth Avenue.....	15,648,160 64	2,791,615 33	18,439,775 97
Broadway—Sections 1 to 4.....	4,377,580 83	4,088,119 90	8,465,700 73
Broadway—Fifty-ninth Street.....	71,605 62	1,166,266 49	1,237,872 11
Connection at Canal Street, etc.....	151,804 93	*364,563 87	516,368 80
New Utrecht Avenue.....		444,662 20	444,662 20
Flatbush Avenue.....		87,459 06	87,459 06
Canal Street.....		122,615 57	122,615 57
Whitehall Street—East River—Montague Street.....		37,713 44	37,713 44
Track material.....		325,280 84	325,280 84
Track installation.....		28,200 15	28,200 15
Real estate (city).....	256,643 86	812,735 63	1,069,379 49
Real estate (company).....	4,114,918 82	†258,575 91	4,373,494 73
	\$37,388,446 75	\$10,701,534 15	\$48,089,980 90

NOTE.—* Includes contribution by the New York Municipal Railway Corporation as follows:

Canal Street Connection.....	\$290,078 52
Crossover, south of Canal street.....	43,774 20
Crossover, Spring street.....	30,711 15

†Real estate..... \$364,563 87
258,575 91
\$623,139 78

SUMMARY OF DISBURSEMENTS ON ALL ROUTES FROM JANUARY 1, 1914, TO DECEMBER 31, 1914

CONTRACTS AND ROUTES	CITY FUNDS			COMPANY FUNDS				CITY FUNDS	
	Work and material	Extra work and material	Real estate	I. R. T. construction	I. R. T. real estate	N. Y. M. construction	N. Y. M. real estate	Track material	Pipe galleries
<i>Contract I. Manhattan-Bronx.</i>		\$9,856 83	\$13,055 74						
<i>Contract II. Brooklyn-Manhattan.</i>		37 84	99,641 72						
<i>Contract III.</i>									
Lexington Ave., Sec. 7-15.	\$7,267 055 87			\$34,903 51					
So. Blvd., Westchester Av., R. 19 & 22.	7,700 551 14			418,484 96					
Astoria, Woodside & Corona, R. 36 & 37	2,397 537 99								
Jerome Avenue, Route 16.	19,394 54			368,496 06					
White Plains Road, Route 18.	29,081 66			552,552 10					
Steinway Tunnel, Route 26.	239,432 49								
Steinway Tunnel, Route 50.	8,325 42			158,182 80					
Eastern Parkway, Route 12.	139,821 86								
Park Pl., William & Clark Sts., R. 48.	1,245 02	1,290 00		23,655 46					
Seventh Avenue Line, Routes 4 & 38.	141,258 23			2,402,659 07					
Real estate.			65,503 89		\$261,774 93				
<i>Contract IV.</i>									
Brooklyn Loop Lines.	142,040 12	31,432 13	253 51						\$37,604 24
Brooklyn-Fourth Avenue.	2,710,718 30	36,753 79	6,589 00						
Broadway, Route 5, Secs. 1, 1-A, 2, 2-A, 3, 4.	4,082,106 05	6,013 85				\$364,563 37			
Connection Canal St. Crossover, etc.									
Broadway-59th Street, Route 4 & 36.	1,166,266 49								
New Utrecht Avenue Line, Route 39.	444,662 20								
Flatbush Avenue Line, Route 12.	37,459 06								
Canal Street, Route 20.	122,615 57								
Whitehall-Montague St., Route 33.	37,713 44								
Real estate.			812,735 63				\$258,575 91	\$325,280 84	
Track material, Fourth Avenue.								28,200 15	
Track installation.									
Miscellaneous (Route 5, Sec. 6, Lexington Avenue).	58,871 63								
Total.	\$19,796,157 08	\$85,384 44	\$907,729 49	\$3,953,613 96	\$261,774 93	\$364,563 37	\$258,575 91	\$353,480 99	\$37,604 24

**PAYMENTS AUTHORIZED BY THE PUBLIC SERVICE COMMISSION TO BE MADE
ON ACCOUNT OF CONSTRUCTION OF "CITY-OWNED" LINES, INCLUDING
REAL ESTATE ACQUIRED AND MAINTENANCE OF COMPLETED PORTIONS
OF RAPID TRANSIT ROUTES**

GRAND SUMMARY

	Total disburse- ments to Decem- ber 31, 1913	Total disburse- ments year end- ed December 31, 1914	Total disburse- ments Decem- ber 31, 1914
Contract No. 1.....	\$50,728,943 09	\$22,912 57	\$50,751,855 66
Contract No. 2.....	5,278,250 54	99,679 56	5,377,930 10
Contract No. 3.....	14,173,059 05	15,225,887 00	29,398,946 05
Contract No. 4.....	37,388,446 75	10,701,534 15	48,089,980 90
Miscellaneous (Route 5, Section 6).....	241,214 61	58,871 63	300,086 24
Total.....	\$107,809,914 04	\$26,108,884 91	\$133,918,798 95

FUND DISTRIBUTION

City of New York.....	\$103,412,331 85	\$21,270,356 24	\$124,682,688 09
New York Municipal Railway Corp'n....	4,266,723 75	623,139 78	4,889,863 53
Interborough Rapid Transit Company....	130,858 44	4,215,388 89	4,346,247 33
Total.....	\$107,809,914 04	\$26,108,884 91	\$133,918,798 95

NOTE—*a* Vouchers to the amount of \$436,137.12 for awards and interest thereon, for real estate acquired under Contract No. 4, held in abeyance December 31, 1914, and not included in above total.

NOTE—*b* Additional payments were made to the City Comptroller as follows:

By the New York Municipal Railway Corporation for interest in City bonds.....	\$463,381 59
By the Interborough Rapid Transit Company for in- terest in City bonds.....	202,003 61

Rental Paid to the City.— Under Contracts Nos. 1 and 2 the Interborough Rapid Transit Company, the lessee of the subway, pays The City of New York a rental consisting of the annual interest charges on the bonds issued by the City for the construction or permanent improvement of the subway plus 1 per cent per annum for a sinking fund. The following figures show the amount of such rental paid to the City up to the close of the fiscal year ended June 30, 1914:

	Twelve months ended June 30, 1914	Entire period of operation to June 30, 1914
Interest.....	\$1,847,201 30	\$15,882,831 37
Sinking fund.....	514,101 60	4,218,344 62
Total.....	\$2,361,302 90	\$20,081,165 99

Several adjustments of minor importance have been made in the rental from time to time, which will make the total paid for the whole period differ somewhat from last year's total plus this year's payments.

October 27, 1914, was the tenth anniversary of the beginning of operation of the original subway. For the period extending from the initial operation, October 27, 1904, to the end of the fiscal year, June 30, 1914, the ticket sales of the subway aggregated 2,332,401,435. The total operating revenue received by the company was \$120,084,198. The operating expenses and taxes were \$49,549,845, and the rental paid to the City \$20,081,165.99.

The Harlem River Tunnel.— A notable achievement of the year was the successful sinking of three sections of the Harlem River tunnel, being built to carry the four tracks of the Lexington Avenue subway under that river. This tunnel is being constructed by the so-called Detroit River method. The tunnel consists of steel tubes, built on the surface and sunk in sections into a prepared trench in the bed of the river after which concrete is poured around them, and when entirely linked up they are also lined with concrete. Altogether there are five sections of steel tubes used in the Harlem River tunnel. Two of these were laid in 1913, and

the three others in 1914. The floating and sinking of each section attracted the general attention of engineering circles, and each time the work was carefully watched by visiting engineers and contractors from the City and other parts of the country. The length of the tubes is 1,080 feet, but the contract includes the approaches on both sides of the river. The contractors are Arthur McMullen and Olaf Hoff, Mr. Hoff being the originator of the tunnel method used, and the man who constructed the first tunnel built according to this method under the Detroit river for the Michigan Central Railroad. The contract price for the section is \$3,889,775.05.

ALLEGED VIOLATIONS OF LABOR LAW

The Commission during the year received several complaints of alleged violations of the state Labor Law and investigated the same. Public hearings were held in many cases. These matters were brought to the attention of the Commission in part by James M. Lynch, (state) Commissioner of Labor, and in part by representatives of labor unions. The principal allegations were of violations of the provisions calling for the payment of the prevailing rates of wages and for the employment of citizens only, upon public works.

New York District Council of Painters, Decorators and Paper Hangers against *Oscar Daniels Company*.—Under date of March 7, 1914, James M. Lynch, Commissioner of Labor, certified to the Commission that a complaint, made January 19, 1914, by J. M. Wilson, Secretary of the New York City District Council of Painters, Decorators and Paper Hangers, alleging that the Oscar Daniels Company was not paying the prevailing rate of wages to painters on its contract for the construction of Section No. 12 of the Lexington Avenue subway, was well founded. The complaint alleged that the contractors were paying painters \$2.50 per day while it alleged that the prevailing rate was \$4 per day. The Commission called a public hearing, which was held March 24, 1914, and March 27, 1914, at which all parties were represented, and testimony was taken. On April 7, 1914, the Commission, being of opinion after the hearings that there was no violation of the Labor Law, as alleged, dismissed the complaint.

Charles Neuman and Thomas Morgan against New York Municipal Railway Corporation and Jacobs and Davies.— Under date of May 1, 1914, James M. Lynch, Commissioner of Labor, certified to the Commission that he had found the complaint of Charles Neuman and Thomas Morgan, alleging that the New York Municipal Railway Corporation, contractors, and Jacobs and Davies, subcontractors, were violating the Labor Law in regard to the prevailing rate of wages for Jap drillers on their work in the reconstruction and equipment of the Centre Street Loop subway, well founded. The Commission called a hearing, which was held on May 12, 1914, at which all parties were present, and after such hearing, received from Jacobs and Davies a communication stating that pursuant to directions from the New York Municipal Railway Corporation they had established \$3.68 per day as the rate of wages for Jap drillers in the work in the Centre Street Loop, effective May 22, 1914, and that so far as possible it would pay such drillers employed prior thereto the difference between the \$3 per day which they received and the established rate.

International Brotherhood of Electrical Workers against All Subway Contractors.— Under date of June 8, 1914, the International Brotherhood of Electrical Workers, by Paul McNally, Business Agent, and G. M. Whitford, Secretary, complained to the Commission that it was impossible for a practical electrician to secure employment on the various sections of the new subways because the contractors refused to pay more than \$3 per day, while the prevailing rate was \$4.80 per day. The Commission submitted the complaint to all contractors, requesting a written answer within three days, and called a hearing, which was held June 30, 1914, and continued on July 23, 1914. All parties were represented and testimony was taken. On September 22, 1914, Commissioner J. Sergeant Cram, before whom the hearings were held, submitted an opinion holding that \$4.80 per day is the prevailing rate for journeymen electricians and \$2.20 per day for electricians' helpers. The Commission thereupon adopted an order directing all contractors to pay each journeyman electrician \$4.80 per day and each electrician's helper \$2.20 per day. At the hearings it was alleged that contractors were using helpers to

do journeymen's work, and Commissioner Cram presented a resolution limiting the number of helpers to one to each journeyman employed, but this was not adopted; and on October 20, 1914, the Commission called for further hearings to receive evidence in regard to the number of helpers to be allowed to journeymen electricians. Hearings were held October 26th, November 6th and November 24th. All parties were represented, and a large amount of testimony was taken. Decision was reserved.

Bricklayers and Masons against Dock Contractor Company.— On August 6, 1914, the Bricklayers and Masons of New York City, by John Gill and Louis Mazzola, made a general complaint to the Commission of violations of the Labor Law by the Dock Contractor Company, the contractors for the construction of Section No. 4 of Route No. 5, a part of the new Broadway subway in Manhattan, between Bleecker street and 14th street. The Commission called a hearing, which was held September 15, 1914, at which all parties were present and testimony was taken. The case was referred to Counsel for the Commission who, on September 29, 1914, submitted an opinion holding that as the violation complained of was committed by a subcontractor and that the contractor had thereafter taken over the work and was paying the prevailing rate of wages, the Commission would not be justified in declaring the contract forfeited, as the record did not show that the contractor had actual or constructive notice of the violation. Commissioner Cram, at the meeting on October 6, 1914, moved that the Dock Contractor Company's contract be declared forfeited, on account of violations of the Labor Law shown at the hearings. This motion was defeated by four to one, all the other Commissioners voting against it.

On October 9th, John Gill, one of the complainants, asked that the hearings be reopened as he desired to submit additional evidence. The request was granted, and a rehearing was called and held on October 14th, October 21st, November 5th, November 13th and November 25, 1914. At the rehearing the complainants introduced additional evidence of the violation of the prevailing rate of wages clause and also evidence going to show that among the company's employees were some men who are not citizens.

This they claimed was a violation of the alien labor clause of the Labor Law. On November 27th, John Gill asked leave to withdraw his complaint against the Dock Contractor Company upon an affidavit by W. V. McMenimen that the company was now complying with Section No. 14 of the Labor Law, requiring the employment of citizens upon public work. The Commission upon the same date dismissed the proceeding.

John Gill against Cranford Company.— Under date of December 7, 1914, John Gill filed a complaint with the Commission against the Cranford Company, alleging violation by that company of the prevailing rate of wages clause of the Labor Law on its work in building Sections Nos. 1 and 1-A of Route No. 12, the Eastern Parkway subway in Brooklyn. The Commission called a hearing, to be held January 5, 1915.

Brotherhood of Electrical Workers against Contractors for Equipment of Steinway Tunnel and Centre Street Loop Subway.— On October 6, 1914, M. J. Horahan, representing the Brotherhood of Electrical Workers, complained to the Commission that the contractors placing the equipment in the Steinway Tunnel and the Centre Street Loop subway were violating the Labor Law in regard to the hours of employment and the wages of electricians. The Commission called a hearing, which was held October 16, 1914. After the taking of testimony the proceeding was adjourned subject to the call of the Chairman.

Carpenters' Union against Bradley Contracting Company.— On November 30, 1914, the Carpenters' Union, by Jeremiah A. O'Leary, Counsel, renewed a complaint made previously by the Joint District Council of Carpenters of Greater New York, alleging that the Bradley Contracting Company was violating the Labor Law in not paying the prevailing rate of wages to carpenters on its contract for a section of the Lexington Avenue subway. The Commission called a hearing, which was held December 11th and others on December 15th, 17th, 18th, 21st and 22, 1914, when it was declared closed. A large amount of testimony was taken, and the matter was taken under advisement.

John Gill against Underpinning and Foundation Company.— Immediately on withdrawing his complaint against the Dock Con-

tractor Company, John Gill filed with the Commission a complaint against the Underpinning and Foundation Company. In the case against the Dock Contractor Company the testimony showed that the Underpinning and Foundation Company had been doing some work for the Dock Contractor Company, and three men employed by the Underpinning Company testified that they were not citizens of the United States. In his complaint Mr. Gill requested the Commission to require the Underpinning and Foundation Company to show cause why its contracts should not be revoked. The Commission called a hearing, which was held December 17, 1914, and before any testimony was taken was adjourned to December 31, 1914, owing to the pending proceeding against the Bradley Contracting Company. The hearings have not yet been concluded.

A SECTION READVERTISED

On October 1, 1913, the Commission opened bids for the construction of Section No. 2 of Routes Nos. 4 and 38, that part of the Seventh Avenue subway in Manhattan lying in Greenwich street, West Broadway and Varick street between Vesey and Beach streets. The lowest bidder was the Thomas J. Buckley Engineering Company. The bids, according to custom, were referred to the Chief Engineer of the Commission, who reported unfavorably upon the bid of the Thomas J. Buckley Engineering Company, on the ground that the company lacked the experience and equipment necessary to perform the work. The Commission thereupon rejected all bids and readvertised for further proposals. The bids under the readvertisement were opened December 2, 1913, and according to the official figures the Degnon Contracting Company was the lowest bidder, at \$3,059,522. The Thomas J. Buckley Engineering Company was the third lowest bidder, but when the official figures were announced that company claimed that it would have been the lowest if a mistake had not been made in transcribing certain figures in its bid to the official copy, submitted to the Commission. The Commission refused to allow the Buckley Company to change its figures, and the latter appealed to the courts for an order to

prevent the Commission from awarding the contract to the Degnon Company at the figure named.

STATIONS ON NEW ELEVATED RAILROADS

Under the Dual System contracts the Commission must approve the plans for the construction of additions to or extensions of the elevated railroads, owned by the Interborough Rapid Transit Company and the New York Municipal Railway Corporation, to be operated as parts of the Dual System. As the plans show the proposed location of stations on such lines, it follows that such locations can be made by the companies only with the Commission's approval. Some of the station locations were approved during the year 1913 and others during the year 1914. The list of such stations on all company-owned lines, as finally approved, is as follows:

Elevated Extensions

EIGHTH AVENUE AND 162D STREET CONNECTION—LOCAL STATIONS

(Bronx)

Sedgwick Avenue

Anderson and Jerome
Avenues

WEBSTER AVENUE LINE—LOCAL STATIONS

(Bronx)

200th Street
204th Street

Gun Hill Road
White Plains Road

Elevated Third-Tracking—Express Stations

SECOND AVENUE LINE

(Manhattan)

City Hall
Chatham Square
14th Street
42d Street

86th Street
125th Street (127th
Street station re-
moved)

THIRD AVENUE LINE

(Manhattan)

City Hall
Chatham Square
Canal Street
Grand Street
Houston Street

9th Street
23d Street
42d Street
106th Street
125th Street

(Bronx)

133d Street
138th Street

143d Street
149th Street

NINTH AVENUE LINE

(Manhattan)

Cortlandt Street
Warren Street
Desbrosses Street
Christopher Street
14th Street
34th Street

66th Street
116th Street
125th Street
145th Street
155th Street

*** JAMAICA AVENUE LINE***(Brooklyn and Queens)*

<i>Station</i>	<i>Approximate Location of Platform</i>	<i>Approximate Location of Entrances</i>
Crescent Street	Centered on Hamlook street	East of Crescent street
Elderts Lane	Centered between Elderts lane and Eads avenue	Elderts lane and Eads avenue
Forest Parkway	Centered west of Yarmouth street	East of Forest parkway and near Ferry street
Woodhaven Avenue	Centered west of Walker avenue	Woodhaven and Manor avenues
Freedom Avenue	Centered west of Oxford avenue	East of Freedom avenue and at Oxford avenue
Chestnut Street	Centered between Chestnut street and Cedar avenue	West of Chestnut street and east of Cedar avenue
North Vine Street	Centered on Brevoort street	Spruce and North Vine streets
Metropolitan Avenue	Centered on Silkworth avenue	Troy street and Metropolitan avenue
Campion Street	Centered between Campion street and Netcong avenue	Campion street and Kaplan avenue
Branford Street	Centered on Kissam place	Branford and Alsop streets
Hopewell Avenue	Centered on Herriman avenue	West of Newark street and at Hopewell avenue
Cliffside Avenue	Centered between Bergen and Cliffside avenues	Bergen and Cliffside avenues

* Station locations on this line are tentative only, the plans not having been approved yet by the Commission.

LIBERTY AVENUE LINE*(Brooklyn)*

Hudson Street	Extending easterly from Amber street	Amber and Hudson streets
Boyd Avenue	Centered between Ferry street and Boyd avenue	Ferry street and Boyd avenue
Rockaway Boulevard	Approximately centered on Rockaway boulevard	Walker avenue and east of Vanderveer avenue
Oxford Avenue	Centered between Freedom and Oxford avenues	Freedom and Oxford avenues
Greenwood Avenue	Centered between Greenwood and Napier avenues	Napier and Greenwood avenues
Lafferts Avenue	Extending westerly from Lafferts avenue	Walnut street and Lafferts avenue

LUTHERAN CEMETERY LINE*(Brooklyn)*

Seneca Avenue	Approximately centered on Seneca avenue	Seneca avenue
Forest Avenue	Centered between Woodward and Forest avenues	Putnam avenue and Madison street
Fresh Pond Road	Extending northeasterly from Fresh Pond road	Fresh Pond road and Sedgwick street
Metropolitan Avenue (present station)	South of Metropolitan avenue	Metropolitan avenue

SEA BEACH LINE

(Brooklyn)

Eight Avenue	Centered between 7th and 8th avenues	7th and 8th avenues
Fort Hamilton Avenue	Centered between 10th and 11th avenues	10th and 11th avenues
New Utrecht Avenue	Centered on 63d street	New Utrecht and 15th avenues
Eighteenth Avenue	Centered between 17th and 18th avenues	17th and 18th avenues
Twentieth Avenue	Centered on 20th avenue	20th avenue
Twenty-second Avenue	Centered between 22d avenue and Avenue O	Avenue O and 22d avenue
Kings Highway	Centered between Kings Highway and Avenue R	Kings Highway and Avenue R
Avenue U	Centered between Avenues T and U	Avenues T and U
Eighty-sixth Street	Centered between Avenues V and W	86th street
Surf Avenue, Ex.	North of Surf avenue	South end

TURNSTILES ON THE NEW LINES

Turnstile control has been the method used at stations on the Brooklyn elevated railroads for years; that is, a passenger after paying his fare passes through a turnstile to board the train instead of receiving a ticket and dropping the ticket in a chopping box, as is done on the elevated railroads in Manhattan and The Bronx as well as upon the subway. When the New York Municipal Railway Corporation began temporary operation of the Centre Street Loop subway the Commission permitted it to extend turnstile control to the stations in that subway. In February, 1914, the question of the method to be used upon the new City-owned lines, to be operated by the New York Municipal Railway Corporation, was considered, and the Commission decided that for all principal stations the method of control should be by ticket booths and choppers instead of by turnstiles, but that at stations where traffic is light turnstiles may be installed and continued in use until the Commission decides that conditions require the substitution of ticket booths and choppers. Accordingly, ticket booths and choppers will be installed at all stations on the new subway lines in Manhattan, except at the stations in the Centre Street Loop subway. The method of control to be used on the Nassau street extension of the Loop subway is to be left open until the plans are ready for adoption. Ticket

booths and choppers will be used at all stations on the new lines in Queens Borough; on the Montague Street-Flatbush Avenue connection in Brooklyn, at all stations on the New Utrecht Avenue and Gravesend Avenue elevated railroads in Brooklyn north of and including 62d street and Avenue I; also at the Eighteenth Avenue and Coney Island stations on the New Utrecht Avenue line and at the Coney Island station on the Gravesend Avenue line. At all other stations turnstiles may be used temporarily, but the structures must be built to allow of later installation of ticket booths and choppers. Upon company-owned lines the Commission will permit the use of turnstiles, providing it may order a change when conditions demand it.

RELICS OF EARLY DAYS

In its annual report of 1913, the Commission noted the findings of skeletons and an old well in different sections of the new subway excavations. In April, 1914, F. L. Cranford, Inc., contractor for Sections Nos. 1 and 1-A of Route No. 5, covering the lower part of the Broadway subway in Manhattan, reported the discovery of a subterranean jail underneath Church street about midway between Dey and Cortlandt streets. At a depth of about thirty feet the workmen encountered a stone wall, fitted with windows, fortified with iron bars. The wall extended from a point about eight feet below the surface to the bottom of the excavation. An antiquarian who examined the wall came to the conclusion that it was part of a prison dating from the old Dutch days, and had probably been in use in the latter part of the 18th century. The wall was demolished for the width of the subway excavation, but parts of it are still buried on the sides and below the bottom of the subway work.

In October, 1914, the Rapid Transit Subway Construction Company, the contractors for the construction of Section No. 1-A of Routes Nos. 4 and 38, the Battery section of the Seventh Avenue subway, reported the finding of two cannon balls a short distance below the surface, near the Battery station of the existing subway. Both were of iron, encrusted with rust, one about two inches and the other about four inches in diameter.

CHANGES IN ROUTES

Under the Dual System contracts the Commission reserves the right to alter the routes laid down for rapid transit lines if sufficient reason be shown. In May, 1914, a change was made in the line of the Eighth Avenue and 162d Street connection. This is the line which will connect the existing west side elevated railroad with the new elevated railroad in Jerome avenue. As originally laid out the line followed the route of East 162d Street. This street ends at Anderson avenue and begins again further south of its former line on the easterly side of Jerome avenue. The route of the connection accordingly curved southward at Anderson avenue, crossed Jerome avenue and again curved into East 162d street, through which it passed to River avenue. The change made was to straighten the line, and in place of curving south and east into East 162d street it was continued in a straight line from Anderson avenue across Jerome avenue and through private property north of East 162d street into River avenue.

During the negotiations with the United States Government for the easement under the Post Office for the Park Place, William and Clark Street subway it appeared at one time that such easement would not be obtained without payment by the City of a large consideration. In May, 1914, the Commission adopted an alternative route, known as the Spruce Street route, which could have been used instead of the Park Place, William and Clark Street route so as to avoid passing under the United States Post Office property. The change involved running the line through Mail and Spruce streets to William street instead of under the Post Office and through Beekman street. The Government's grant of the easement for the original line, however, precluded the necessity of using the Spruce Street route.

In July, 1914, the Commission adopted a new route for the so-called crosstown rapid transit line in Brooklyn. This route runs southerly from the Queensboro Bridge plaza, where it connects with the Steinway Tunnel and the new rapid transit lines to Astoria and Corona, across town to and under the Williamsburg Bridge plaza and further to a connection with the Brighton Beach railroad. This route was projected as an elevated railroad at the

time the Dual System contracts were under negotiation, but property owners on Franklin avenue, through which the line ran, objected to an elevated railroad, and the route was abandoned. The difficulty has been met by providing for a subway through Franklin avenue and an elevated railroad for other parts of the route.

In July, 1914, the Commission adopted a modification of the route for the 14th Street-Eastern line. This line begins at Sixth avenue, Manhattan, and runs under 14th street to and under the East river to North 7th street, Brooklyn, thence to Metropolitan avenue, Bushwick avenue, Johnson avenue and Wyckoff avenue to a junction with the Broadway elevated line in East New York. The plans called for an elevated railroad for the eastern part of the route, but property owners on Wyckoff avenue refused to give consents for an elevated line. On this account the Commission made an arrangement with the Long Island Railroad Company for the use of the right of way of its Evergreen branch, which runs parallel to Wyckoff avenue. The modification of the route consisted of the substitution of this right of way for that part of Wyckoff avenue used in the original route.

TEMPORARY SEWER IN FOURTH AVENUE SUBWAY

As stated in the annual report for 1913, the easterly local track in the Fourth Avenue subway, Brooklyn, between Butler street and Hanson place, is occupied by a temporary sewer, installed there pending the construction of the Gold street relief sewer. During the year 1914 work on the relief sewer was prosecuted nearly to completion by the City authorities. It is now expected that the relief system will be completed by March 1, 1915, after which the temporary sewer in the subway can be removed.

ELEVATED CONSTRUCTION CONTRACT DISAPPROVED

The Dual System agreements gave to the Interborough Rapid Transit Company the right to construct and operate certain extensions of the elevated railroads in Manhattan and The Bronx, namely, a connection between the Second Avenue elevated railroad and the Queensboro bridge; the Eighth Avenue and 162d Street connection between the Ninth Avenue elevated railroad and the new rapid transit

line in Jerome avenue; and an extension of the Third Avenue elevated railroad from its present terminus at Fordham through Webster avenue and Gun Hill road to a connection with the new rapid transit line in White Plains road. As these lines are to be owned by the company, their construction is to be carried on and paid for by it. In July, 1914, the company submitted, for the approval of the Commission, a contract which it proposed to award, without bidding, to the Terry & Tench Company, Inc., the Snare & Triest Company and the T. A. Gillespie Company, upon the basis of actual cost plus a percentage, to be named by the Commission but to be not less than $12\frac{1}{2}$ per cent of the construction cost. The contractors named are those who had already been awarded the contract for the third-tracking work of the Second, Third and Ninth Avenue elevated lines. After full consideration, the Commission in December, 1914, disapproved the contract, but permitted the company to award, without bidding, to the contractors doing the third-tracking work the immediate connections with existing lines, but directed it to submit for bids to at least six reputable contractors the contract for the construction of the main extensions.

INITIAL LIABILITY FOR WILLIAM STREET SUBWAY

When the route for the Park Place, William and Clark Street subway was adopted property owners on William street refused to give their consents, on the ground that the nature of the soil was such that subway construction through that street would endanger the safety of many large buildings. The Commission's engineers reported that the buildings along the street could be properly protected and the Commission applied to the Appellate Division of the Supreme Court for a determination in lieu of the consents of property owners. In this proceeding certain property owners continued their opposition, and the court in approving the route granted the request of property owners that the City assume initial liability for any damage to property resulting from the work. In compliance with this decision, the Commission inserted a special liability clause in the contract for the construction of the new rapid transit work. On all other sections of the work the contractor assumes all liability for damage to property.

CHAPTER III

RAPID TRANSIT CONSTRUCTION

The close of the year 1914 has seen nearly all subway lines embraced in the Dual System contracts let and under construction, comprising the Interborough Rapid Transit Company's lines and the New York Municipal Railway Corporation's lines, exceeding, in volume, that of any similar construction hitherto undertaken at one time. In addition to such subway construction, work has progressed in the reconstruction, for permanent operation, of the Centre Street Loop subway; the third-tracking of the elevated railroads of the Interborough Rapid Transit Company in Manhattan and The Bronx, and also in providing additional tracks in Brooklyn, on the Broadway line and the Fulton Street line of the New York Municipal Railway Corporation; constructing also additional elevated lines and reconstructing certain existing railroads of that corporation; station finish work where necessary to be done in connection with these Dual System contracts, and installing track, third rail and other necessary equipment; all as more specifically set forth in this report, and as presented in their order. Work other than under the Dual System contracts, chiefly in connection with the existing subway, in the construction of additional entrances and exits, and other required additions and improvements to this subway in Manhattan and Brooklyn, is also included.

DUAL SYSTEM OF RAPID TRANSIT

On March 19, 1913, a group of contracts known as the Dual System contracts were entered into by the City, acting by the Public Service Commission for the First District, with the Interborough Rapid Transit Company, and with the New York Municipal Railway Corporation (subsidiary of the Brooklyn Rapid Transit Company), for the construction of a series of rapid transit lines, which, when completed, will greatly improve the

transportation facilities in the boroughs of Manhattan, The Bronx, Brooklyn and Queens; provision is also made for future connection with the Borough of Richmond. The outlay involved for these lines, including equipment, will exceed \$330,000,000, part of which is to be furnished by the operating companies. The distribution of these Dual System rapid transit lines, divided into two groups, City-owned lines and Company-owned lines, presenting, first, the Interborough Rapid Transit Company lines as thus divided, and, secondly, the New York Municipal Railway Corporation lines, is as follows:

CITY-OWNED LINES

Interborough Division.—Extensions are provided to the existing subway which will give the Interborough Rapid Transit Company for operation two trunk lines in Manhattan; one extension to the north in Lexington avenue from about 40th street and Park avenue to The Bronx, in connection with the present line south of that point, will make an east side trunk line, and an extension south from Times square down Seventh avenue and other streets to the Battery, with the present line north of Times square, will make a west side trunk line.

The east trunk line crosses under the Harlem river and divides into two branches; one extending via Mott and Jerome avenues to Woodlawn; the other extending via 138th street, Southern boulevard, Whitlock avenue and Westchester avenue to Pelham Bay park. A loop connection is also provided in the vicinity of 149th street and Mott avenue to permit the operation of trains to and from the existing subway north of 149th street (on the West Farms branch) in Manhattan by the east side trunk line, and an elevated extension of the existing subway is to be constructed from 179th street and Boston road along White Plains road to about 241st street, near the city line.

The west trunk line connects with the existing subway loop at the Battery. Provision is made for another East River tunnel to Brooklyn for the Interborough Rapid Transit Company. This connection will leave the west trunk line at about Park place and run through Beekman street, William street and Old Slip,

cross under the East river to Clark street, Brooklyn, and extend thence under Clark street and Fulton street to a connection with the existing subway near Borough Hall.

The present Brooklyn trunk line is to be extended from its terminus at Flatbush and Atlantic avenues via Flatbush avenue, Eastern parkway and Livonia avenue to New Lots road. A branch thereof is to be constructed under Nostrand avenue to Flatbush avenue and provision is made for the future construction of a branch in Utica avenue.

The present Steinway Tunnel, which was practically completed some years ago, will be changed to permit of operation by subway cars and will be extended to Times square from Park avenue. On the east this line will extend to the Queensboro Bridge plaza, where a junction will be made with the lines from Manhattan which cross over the Queensboro bridge and will extend thence by two branches to Astoria and Corona respectively.

For the above lines plans and specifications have been completed and contracts have been awarded by the Commission. .

New York Municipal Division.—The New York Municipal Railway Corporation will operate the Centre Street Loop subway, which connects the Manhattan ends of the Brooklyn, Manhattan and Williamsburg bridges over the East river. It will have a new distributing line in Manhattan known as the Broadway-Fifty-ninth Street subway, extending along Whitehall street, Church street, Broadway, Seventh avenue and 59th street to the Queensboro plaza in Queens via the Queensboro bridge, and also a line on 14th street, Manhattan, from Sixth avenue to the East river.

The Centre Street Loop is expected to provide mainly for the operation in Manhattan of the Brooklyn elevated trains crossing the three East River bridges which it connects, and also for trains from the Fourth Avenue subway, Brooklyn.

At the Queens end of the Broadway-Fifty-ninth Street line, connection will be made with the Astoria and Corona lines leased to the Interborough Rapid Transit Company. Trackage rights for these lines have been reserved to the New York Municipal Railway Corporation for the operation of its trains. At the south, this line crosses under the East river to Montague street, Brook-

lyn, and extends thence under Montague, Fulton and Willoughby streets to a connection with the Fourth Avenue subway in Flatbush avenue extension.

The Fourth Avenue subway in Brooklyn, with an extension to 86th street, is a new trunk line for the New York Municipal Railway Corporation. From this line a connection is made via St. Felix street and Flatbush avenue, with the Brighton Beach line at Malbone street; also a connection is made near 38th street with the Gravesend and New Utrecht Avenue elevated lines, to Coney Island.

Provision is made for a connection from the Broadway-Seventh Avenue line at Canal street with the Centre Street Loop and the Manhattan bridge. A connection is also to be built from the Loop line via Nassau and Broad streets with the Brooklyn crossing of the Broadway-Fifty-ninth Street line. The 14th Street line, after crossing the East river, will provide transit facilities for the Eastern District of Brooklyn.

For the above lines, with the exception of the 14th Street and Nassau Street lines, plans and specifications are made and contracts have been awarded by the Commission.

COMPANY-OWNED LINES

Interborough Division.—In addition to the above work the Dual System contracts for the Interborough Rapid Transit Company provide for the third-tracking of the Second, Third and Ninth Avenue elevated lines. Provision is also made for:

(1) The extension of the Third Avenue "L" through Webster avenue and Gun Hill road to a connection with the proposed White Plains Road line.

(2) The extension of the Ninth Avenue "L" across The Bronx to a connection with the Jerome Avenue line at about 162d street.

(3) A connection in The Bronx between the Third Avenue "L" at 143d street and the subway line at Brook and Westchester avenues.

(4) A connection between the Second Avenue "L" and the Queensboro bridge in Manhattan.

New York Municipal Division.— For the Company-owned lines of the New York Municipal Railway Corporation the Dual System contracts provide for the following reconstruction:

(1) Reconstruction and third-tracking of the Broadway, Fulton Street and Myrtle Avenue lines.

(2) Depressing and four-tracking the Sea Beach line to Coney Island.

(3) Construction of an extension on Jamaica avenue from the Cypress Hills station to Cliffside avenue; on the Liberty Avenue line from City Line station to Lefferts avenue, and also elevating the line from Ridgewood to Lutheran cemetery.

(4) Constructing a new Coney Island terminal, and rebuilding a part of the Brighton Beach line and various parts of the elevated lines in East New York.

The progress on the Dual System contracts, and other work during the year undertaken by the Engineering Department, to which reference has been made in the beginning of this report, is now given in detail, and, for uniformity, the Dual System and other construction contracts are presented under three subdivisions:

(1) Work done in preparation of plans.

(2) Work designated as construction.

(3) Sewer work.

INTERBOROUGH RAPID TRANSIT DIVISION — CITY-OWNED LINES

LEXINGTON AVENUE SUBWAY, ROUTE NO. 5 AND ROUTE NO. 43

EAST TRUNK LINE IN MANHATTAN

Plans: — This is a four-track line, partly double decked, which includes the Park Avenue-Lexington Avenue connection, known as Route No. 43, Sections Nos. 1 and 2 (including Route No. 26, Section No. 1) and Sections Nos. 7 to 15 inclusive of Route No. 5, and extends from a point on Park avenue near East 38th street, where connection is made with the existing subway, northerly on Park avenue to about 41st street; thence extending by a diagonal line under private property and 42d street to about 43d street and Lexington avenue, and continues thence northerly under Lexington avenue to and under the Harlem river, where it divides into two branches; the east branch

extending easterly through Park avenue and East 138th street to a point near Alexander avenue; the west branch extending northerly via private property and Mott avenue and thence northwesterly under Franz Sigel park and private property, and thence through River avenue to 157th street. This line, with the existing subway south of 41st street, forms the east trunk line in Manhattan for operation by the Interborough company.

Route No. 43, Sections Nos. 1 and 2.—On account of the heavy expense for property and construction, various alternative plans were proposed for the connection between the existing subway in Park avenue with the Lexington Avenue line. It was determined during the year that the connection should be made by means of the so-called Diagonal connection extending from Park avenue at East 41st street through private property under East 42d street and through private property to Lexington avenue near East 43d street. For the purpose of constructing this connection a route has been laid out and validated, and the property between East 41st and East 42d streets, east of Park avenue, known as the Grand Union Hotel property, has been acquired by condemnation proceedings. An agreement has been made with the New York Central Railroad Company for an easement under its property at the northwesterly corner of East 42d street and Lexington avenue for the subway structure. There will be a station on Route No. 43 extending from about 41st street on Park avenue to 43d street on Lexington avenue, which will be connected to the New York Central station by means of stairways and passageways. It will also connect with the station of the Steinway Tunnel line, which is to be constructed in connection with this route.

Route No. 43, Section No. 1.—Includes the track connection with the existing subway in Park avenue and extends northerly to the north line of 42d street. The contract drawings for this section include for the convenience of construction the portion of the Steinway Tunnel between Vanderbilt and Lexington avenues known as Route No. 26, Section No. 1. The contract is therefore known as Routes Nos. 43 and 26, Section No. 1. This contract also provides for the construction of the shuttle tracks and plat-

forms in 42d street at Park avenue. Bids for the construction of this work were opened on October 6, 1914. The Rapid Transit Subway Construction Company, a subsidiary of the Interborough company, was the lowest bidder, on a bid of \$3,097,312.50. The Commission awarded the contract to the Rapid Transit Subway Construction Company on October 9, 1914. The contract period is 28 months.

The work on this section is exceedingly difficult on account of the danger of interference with traffic in the existing subway on Park avenue. The designs were made with special reference to the method of doing the work.

Route No. 43, Section No. 2.—Includes that part of the Diagonal connection within and adjacent to the New York Central property at the northwest corner of 42d street and Lexington avenue. It is to be constructed by the New York Central Railroad Company under an agreement to be made with the City in connection with the easement rights under its property and it is expected that this agreement will be executed in the early part of this year.

Route No. 5, Sections Nos. 7 to 15 Inclusive.—This part of Route No. 5 is a four-track subway beginning at about 43d street and Lexington avenue in Manhattan, and extending northerly under Lexington avenue to and under the Harlem river to about 135th street and Park avenue in The Bronx, where it divides into two branches. The east branch is a two and three-track subway extending under Park avenue and East 138th street to about Alexander avenue. The west branch is a two and three-track subway extending northerly under the New York Central main line, Mott avenue, Franz Sigel park and private property to a point near 157th street and River avenue where a connection is provided for a three-track elevated extension up River and Jerome avenues.

Route No. 5, Section No. 7.—This section extends under Lexington avenue from East 43d street to East 53d street and is a single-deck structure at the southerly end, changing thence to a double-deck structure at the northerly end. Contract drawings have been completed; the contract was advertised and awarded to the Rapid Transit Subway Construction Company. It was exe-

cuted on August 7, 1914; the contract period is 31 months; the summary of bid is \$1,915,164.50.

Working drawings for this section are in course of preparation.

Route No. 5, Section No. 8.—Extends under Lexington avenue from a point about 55 feet north of the center line of 53d street to a point about 50 feet north of the center line of 67th street, the local tracks being near the street surface and the express tracks in a tunnel from 60 to 90 feet below the street surface. On account of difficulties in construction some changes of design have been made during the year, notably the emergency exit construction at 59th street. This contract was executed July 21, 1911, with the Bradley Contracting Company. The contract period is 42 months; the summary of bid is \$3,369,484.20.

Route No. 5, Section No. 9.—Extends under Lexington avenue from a point about 50 feet north of the center line of 67th street to a point about 70 feet south of the center line of 79th street. The contract was executed with Patrick McGovern & Company, as contractor, February 13, 1912. The contract period is 40 months; the summary of bid is \$1,961,997.

All plans for this section are completed; various details have been furnished the contractor during the year to care for contingencies which have arisen during the construction.

Route No. 5, Section No. 10.—A four-track, double-deck subway, extending from about 70 feet south of the center line of 79th street, thence under Lexington avenue to about 50 feet south of the center line of 93d street. Bradley Contracting Company, contractor. Contract executed July 21, 1911. Contract period, 42 months. Summary of contractor's bid, \$3,253,072.80.

All working drawings were issued and shop drawings checked prior to 1914. Various details have been furnished, however, during the year to provide for contingencies of construction as they have arisen.

Route No. 5, Section No. 11.—A four-track subway, partly two decks and changing to a single deck, extending from a point about 50 feet south of the center line of 93d street, thence under Lexington avenue to a point about 70 feet south of the center line of 106th street. Bradley Contracting Company, contractor

Contract executed July 21, 1911. Contract period, 42 months. Summary of contractor's bid, \$3,132,195.05.

All working drawings were issued and shop drawings checked prior to 1914. Various changes have been made in these drawings to strengthen the structure where poor rock was encountered.

Route No. 5, Section No. 12.—A four-track subway, being single-deck at the south end and changing to double-deck at the north end, extending from a point about 70 feet south of the center line of 106th street to a point about 115 feet south of the center line of 118th street. Contract was executed September 13, 1911, with Oscar Daniels Company, contractor. Contract period, 42 months. Summary of bid, \$2,825,740.74.

Working drawings for this section are completed and shop drawings were checked prior to 1914. Drawings have been issued for minor changes of details where it became necessary for exigencies of construction.

Route No. 5, Section No. 13.—A four-track subway, on two or more levels with various additional tracks for sidings and connections, extending from a point about 115 feet south of the center line of 118th street, under Lexington avenue, to a point about 120 feet south of the center line of 129th street. McMullen-Snare & Triest, Inc., contractor. Contract executed November 17, 1911. Contract period, 42 months. Summary of contractor's bid, \$4,071,416.50.

This section is one of the most difficult of the Dual Subway System. It is practically the junction for the east and west branches of the Lexington Avenue line to Westchester avenue and Jerome avenue, respectively. The design was made without grade crossings so as to avoid the delays incident to a junction point. The details were more fully discussed in the report for 1913. The working drawings were completed and part of the shop drawings checked in 1913. The checking of the remaining shop drawings for this section was completed this year.

Route No. 5, Section No. 14.—This section has four tracks and extends from about 129th street, Manhattan, northerly under Lexington avenue and the Harlem river, and under private property to a point in The Bronx near 135th street and Park avenue

where it divides into two branches. The east branch extends northeasterly under Park avenue to about Mott avenue, and the west branch extends northerly under private property and the tracks of the New York Central Railroad Company to a point under private property south of East 138th street. Arthur McMullen & Hoff Company, contractor. Contract executed July 23, 1912. Contract period, 40 months. Summary of contractor's bid, \$3,889,775.05.

This section contains the tunnel under the Harlem river. The design of the subaqueous portion as constructed was made to meet the requirements of the method of construction used for the Michigan Central Railroad crossing under the Detroit river. Three different designs were submitted for bidding, and the lowest bid was obtained on this type of design. In order to avoid interference with the operation of New York Central trains, which would result from open cut work, the contractor asked the Commission for permission to construct the part of the subway under that railroad by tunneling methods, with a shield. This permission was granted and the New York Central Railroad Company also approved the change. Due to the depth below surface, the design of the structure on this section is very heavy. Where the structure passes under private property it was designed to support a load of three tons per square foot, while the portion of the West branch under private property north of the tunnel under the New York Central tracks was designed to sustain a load of two and one-half tons per square foot.

The working drawings for the entire section except the portion of the west branch north of the tunnel under the New York Central Railroad were completed and the shop drawings were checked prior to 1914; the working drawings for the remaining portion were completed and the shop drawings checked during the year.

Route No. 5, Section No. 15.—This section consists of two branches: The east branch, a two- and three-track line extending northerly and easterly under Park avenue, private property and East 138th street to a point beyond Alexander avenue; the west branch, a three-track line extending from a point under private property south of East 138th street, northerly under private prop-

erty and Mott avenue to a point near 153d street, thence northwesterly under Franz Sigel park and private property to a point near 157th street and River avenue, where the tracks rise to connect with an elevated road being constructed on River and Jerome avenues, known as Route No. 16. Rodgers & Hagerty, Inc., contractor. Contract executed November 17, 1911. Contract period, 42 months. Summary of contractor's bid, \$3,820,129.75.

In connection with this section a two-track loop is being constructed to connect the new line in Mott avenue with the existing subway in 149th street. The tracks of the loop are depressed or raised as it becomes necessary to avoid grade crossings. The loop leaves the Mott Avenue line at 146th street and passes westerly under private property, Walton and Gerard avenues and connects with the existing subway at the westerly end of the Mott Avenue station. This permits all trains to stop at the corner of Mott avenue and 149th street, either on the existing subway or the Lexington Avenue line. The westerly portion of the Mott Avenue station of the existing subway is cut off by the loop, and this must be replaced by lengthening the platforms to the east. This locality will probably become an important center of traffic, due to the fact that the New York Central Railroad proposes to move its Mott Haven station to 149th street and to provide facilities there to enable it to return certain trains, thus making it a terminal station for such trains. A passageway is to be built connecting the Mott Avenue station of the existing subway, the 149th Street station of the Lexington Avenue subway, and the proposed station of the New York Central Railroad.

The easterly branch, in passing from Park avenue and 138th street, crosses under private property. Under this property the roof of the subway is strengthened to enable it to support ten-story buildings.

Working drawings for this section were completed in 1913, and the checking of shop drawings during the year, excepting those for the alteration of the present Mott Avenue station and a short stretch where the loop connection crosses the existing subway, for which working drawings also were completed during the year.

Construction: — *Route No. 43, Section No. 1.*— To enable work to proceed, permit for the construction of this section was issued to the contractor, the Rapid Transit Subway Construction Company, on December 2, 1914.

Route No. 5, Section No. 6.—Extends under Lexington avenue from about 148 feet north of the center line of 26th street to about the center line of 40th street. On April 26, 1912, work on this section was ordered discontinued, and on August 1, 1913, the Commission ordered that it be restored to the condition in which it existed prior to the beginning of operations for its construction. The work of restoration, in progress at the close of 1913, was pushed vigorously, and is now completed.

Route No. 5, Section No. 7.—Work on this section was started on August 17, 1914, on which date the Rapid Transit Subway Construction Company began work on the erection of a field office at the northwest corner of 48th street and Lexington avenue, and a tool house at the northeast corner of 48th street and Lexington avenue. The work of installing the necessary hoisting plants has been pushed, and excavation is now being carried on from shafts on Lexington avenue at the northeast corner of 44th street, at the northeast corner of 48th street, and at the southeast corner of 51st street.

Practically all of the excavation is to be carried on under a timber decking, which is to take the place of the existing street surface and carry the street traffic. The method of excavating in this "cut and cover" method is as follows: The existing street pavements are broken up, and an excavation is made to a depth sufficient to allow the placing of 6-inch by 12-inch longitudinal timbers or stringers which are to carry the roadway decking. The decking having been put in place, all further excavation is carried on beneath it, the decking being posted up from below as the excavation is carried to a greater depth.

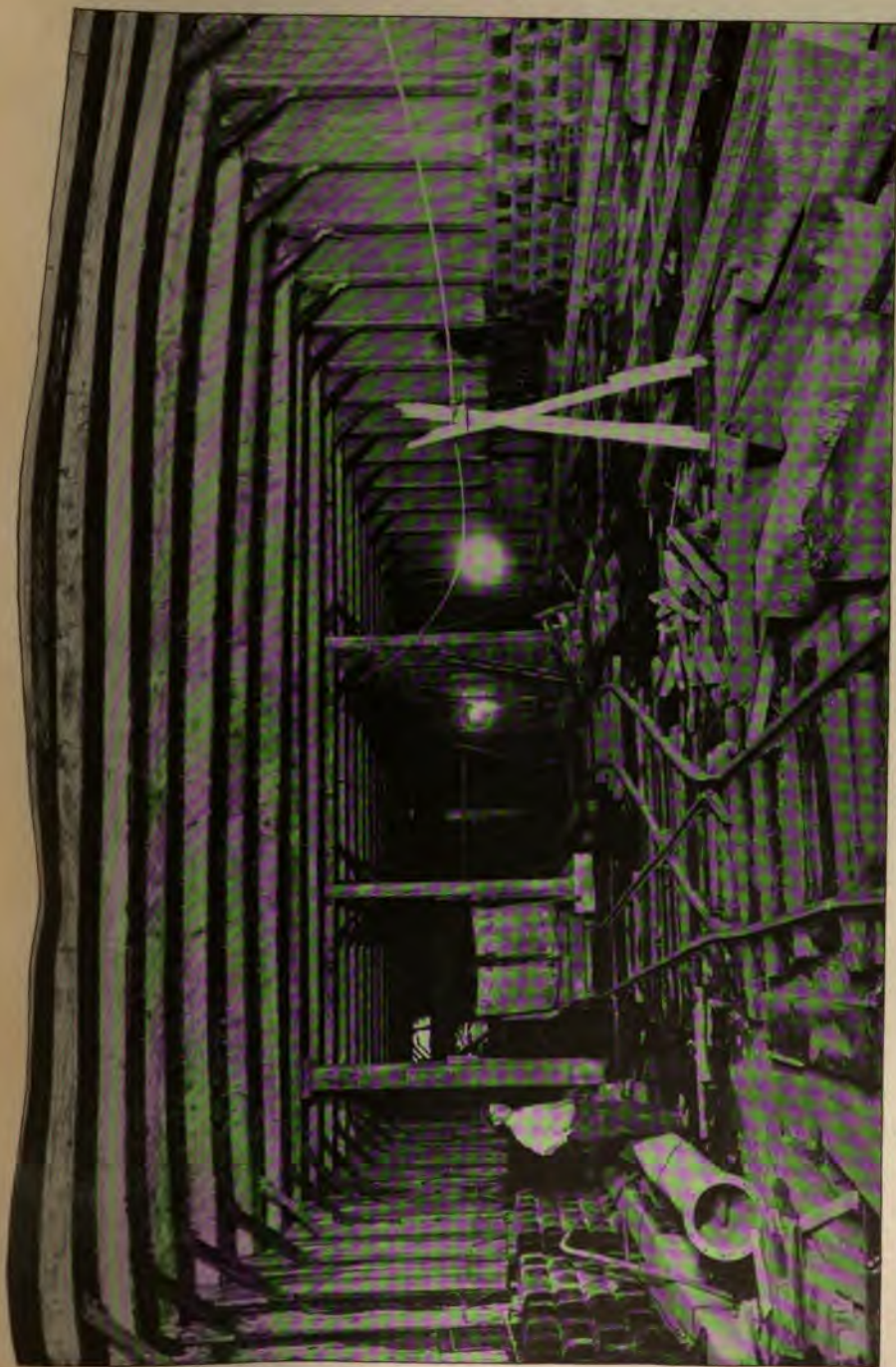
Wherever gas mains are encountered within the limits of the excavation the gas in the same has to be carried through by-pass pipes supported either on the street surface or upon wooden trestles built for the purpose. By-pass pipes supported on the street surface have been placed along both sides of Lexington avenue throughout

this section. Where the by-pass pipes are too large to be conveniently carried upon the street surface they are placed upon a trestle made up of wooden bents spaced about 10 feet center to center. The size of pipes and the desire to remove obstructions to traffic made it necessary to place by-pass pipes on trestles from 44th to 49th street on the west side of Lexington avenue. Where the mains to be by-passed crossed Lexington avenue it was impossible to carry them either upon the street surface or upon trestles without seriously interfering with the use of the streets. To avoid the possibility of obstructing traffic the mains were supported by wooden cradles hung from wire cables. The cables were strung from the wooden towers built on the opposite sides of the street and anchored to steel beams imbedded in concrete. By-pass pipes have been carried across the avenue in this way at 44th, 48th and 51st streets.

About 7 per cent of the total estimated value of the work is completed.

Route No. 5, Section No. 8.—For the local tracks the excavation of the structure is practically completed. Of the two derricks at 60th and 63d streets, utilized during the past year for the removal of the excavated material, etc., the former will be removed in the near future, and the one at 63d street will remain in use for the purpose of removing waste material, the lowering of cement, steel and other material of construction into the cut, etc. The construction of the local structure is practically finished, with the exception of the 59th Street crosstown structure, the part of the Lexington Avenue local structure directly above it and approximately 25 feet north and south of the 62d Street shaft to express level. The lining of the 59th Street emergency shaft also remains to be placed. The lining of the 62d Street shaft is completed.

The restoration of the surface and subsurface structures is completed from the south end of the section to 58th street and from 64th street to the north end of the section. The street surface was paved with temporary granite block pavement as provided in the contract, the final sidewalk pavement was laid, and the stoops restored between the above-mentioned limits.



LEXINGTON AVENUE SUBWAY. LOCAL STRUCTURE AT CROSSOVER AND 3-TRACK STRUCTURE BEYOND, LEXINGTON AVENUE BETWEEN 61ST AND 62ND STREETS

For the excavation of the express tunnel, as outlined in previous reports, the contractor continued to maintain the plants at the 56th Street and 62d Street shafts. This express tunnel has now been completely excavated from the south end of the section to about 160 feet north of the center line of 56th street, and from a point 125 feet south of the center line of 59th street to the north end of the section. The intervening portion of the tunnel is partially excavated, the bench only remaining to be removed.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	97
Concrete	87
Steel delivered	97
Steel erected	76
Waterproofing	84
Underpinning buildings	99

About 85 per cent of the total estimated value of the work is completed.

Route No. 5, Section No. 9.—All excavation has been completed. During the year the derricks on the east side at 68th street, 72d street and 74th street were dismantled, and the shafts abandoned and backfilled. The only shafts now in operation are those at the west side of 68th street and the east side of 77th street. These shafts connect with both the local and express levels, and the space now occupied by them will be ultimately used for permanent emergency exits.

The local-track structure is completed throughout the section, except for the laying of tunnel ducts and the construction of duct benches in places, and the construction of the platforms of the 68th Street and 77th Street stations.

All the necessary underpinning of buildings has been completed.

The plant on the east side at 74th street was continued in operation until December. The plant on the west side at 68th street was in operation throughout the year. The shaft at the 78th Street portal was in operation until the tunnel had advanced full section south to a point 100 feet south of the center of 77th street

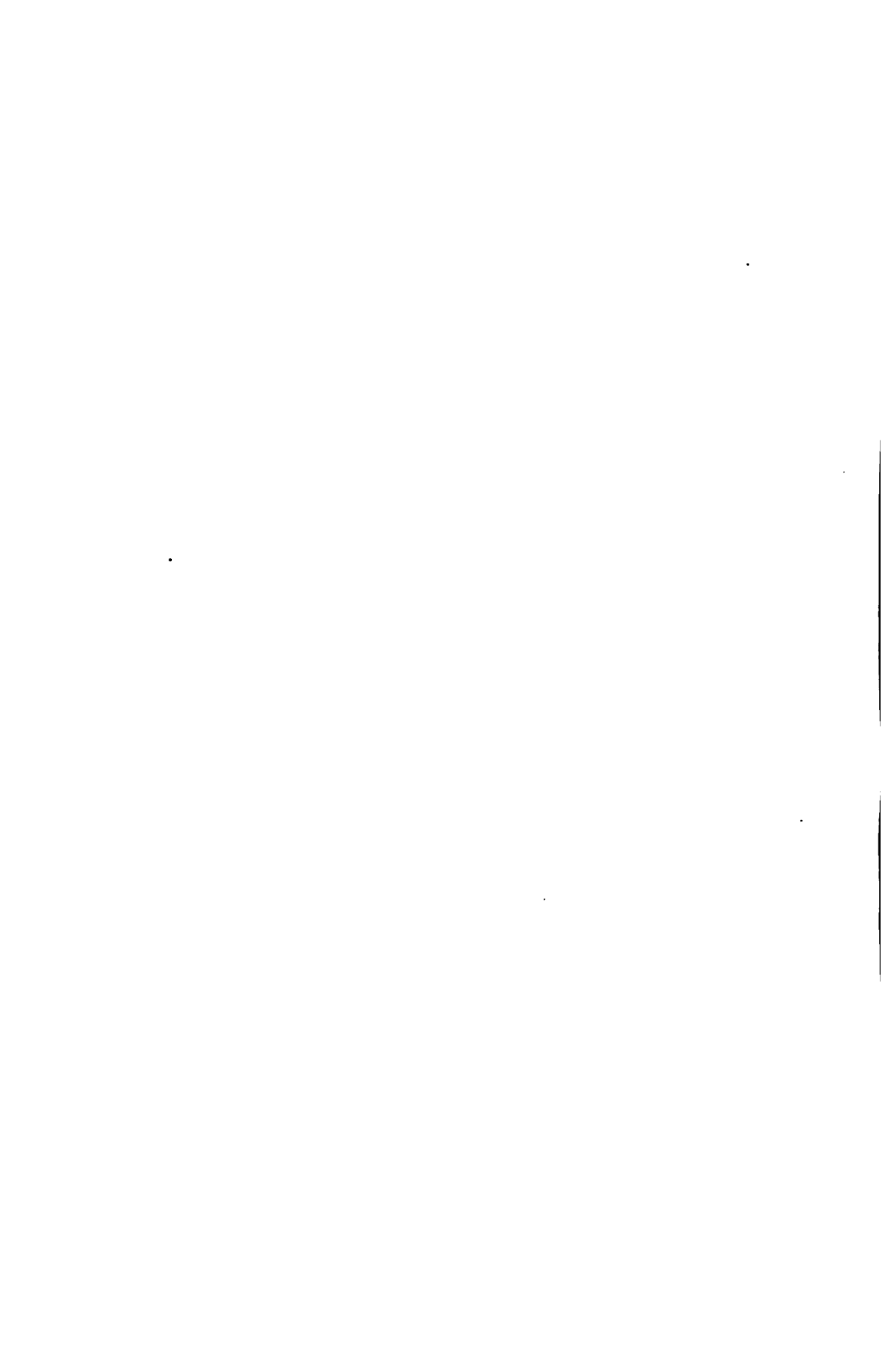
on June 1, 1914, at which time the east emergency exit at 77th street was excavated, and thereafter utilized as a shaft, instead of the one at 78th street. Working south from the 68th Street shaft, the excavation for full section reached the south limit of the section on April 1, 1914. The headings between the 68th and 74th Street shafts met on February 7, 1914, at a point 70 feet south of the center line of 71st street; the full sections meeting on May 20, 1914, at a point 94 feet north of the center line of 69th street. Between 74th and 77th streets the headings met on October 2, 1914, at a point 47 feet north of the center of 75th street, and the benches came together at a point 110 feet north of the center line of 75th street on November 21, 1914. Both the excavation and lining of the express tunnel are complete throughout the section.

Between the south end of the section and a point 40 feet north of the center of 73d street the rock was good and required no timbering. From the latter point to the south portal at 74th street and from the north portal at 74th street to the portal at 78th street the rock required heavy timbering. In the portion between points 70 feet south and 45 feet north of the center of 75th street the rock surface was found to be from 0 to 4 feet below the top of the tunnel, the material overlying the rock being a water-bearing sand. After trying several methods of excavation it was finally deemed necessary to resort to the use of compressed air in excavating the heading in this portion of the tunnel. The bench was later all removed in free air. The contractor erected a compressed air plant of his own at the south end of the 77th Street station and maintained a pressure varying between 8 and 13½ pounds per square inch. The compressed air permitted the excavation of the heading in comparative safety and proved entirely satisfactory. The tunnel lining is completed except for duct benches and floor in places.

Except at the 68th Street shaft, west side, and at the shafts at 74th and 77th streets, east side, the subsurface structures have been completely restored, and the backfilling and restoration of street surface is also complete with these exceptions.



LEXINGTON AVENUE SUBWAY. TUNNEL ROOF OF UPPER LEVEL, PREVIOUS TO TRIMMING, 93D STREET AND LEXINGTON AVENUE.





LEXINGTON AVENUE SUBWAY. COMPLETED TUNNEL STRUCTURE FOR UPPER LEVEL, 93D STREET AND LEXINGTON AVENUE

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	99
Concrete	97
Steel delivered	100
Steel erected	94
Waterproofing	99
Underpinning buildings	100

About 96 per cent of the total estimated value of the work is completed.

Route No. 5, Section No. 10.—The work of excavation was continued throughout the year and is now practically completed except at 86th street, at which point the excavation for the station entrances is still to be made.

Work in connection with the placing of concrete masonry, the erection of steel, and the laying of tunnel ducts has been practically completed throughout the section. The only work of this nature which remains to be done is that which is required in connection with the construction of the wings of the 86th Street station and the ventilation chambers at 82d and 91st streets.

The work of restoring the New York Railways Company's system is about completed, the company's tracks having been regraded and its manholes rebuilt, except for short stretches at 82d, 83d, 86th and 91st Street intersections.

The work of restoring street pavements and of repairing damage to buildings is in progress throughout the section and may be said to be completed from 86th to 91st street, except for interior repairs to buildings.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	99
Concrete	97
Steel delivered	100
Steel erected	98
Waterproofing	94
Underpinning buildings	100

About 97 per cent of the total estimated value of the work is completed.

Route No. 5, Section No. 11.— The subway structure is practically completed except for about 700 feet of single track from 101st to 102d street, for a part of which length steel has been erected. The station entrances at 96th street and the 100th Street emergency exit have not yet been completed. Restoration work has been largely completed, except from 102d to 103d street.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	99
Concrete	91
Steel delivered	100
Steel erected	96
Waterproofing	96
Underpinning buildings	100

About 95 per cent of the total estimated value of the work is completed.

Route No. 5, Section No. 12.— With the exception of a small amount of work in the local station at 116th street and just north of the station, the subway structure is practically completed. The work of restoring subsurface structures, such as water and gas mains, electric conduits, etc., has been completed from the south end of the section, beginning at 106th street, north to a point between 115th and 116th streets.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	100
Concrete	99
Steel delivered	100
Steel erected	100
Waterproofing	99.8
Underpinning buildings	100

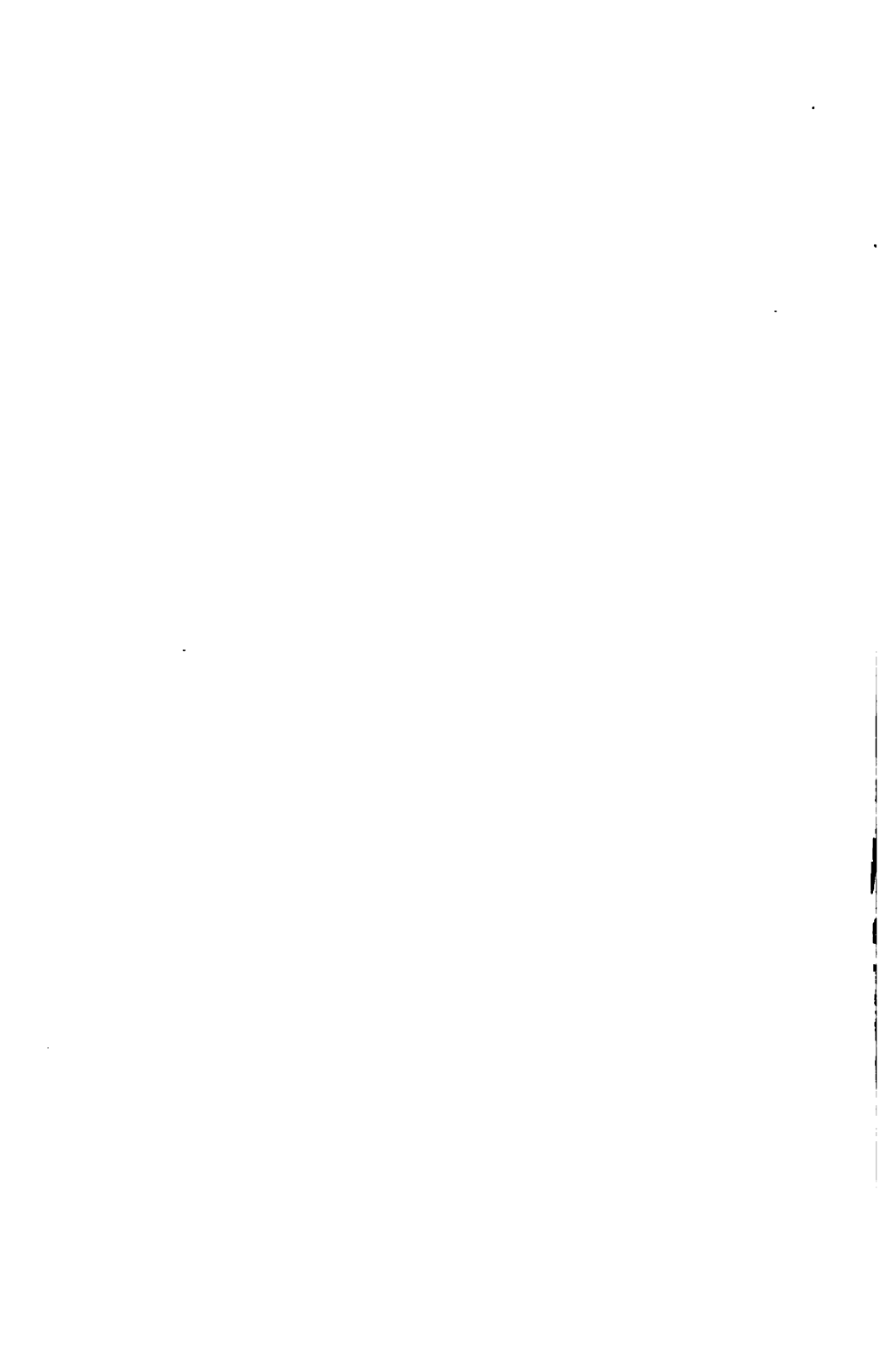
About 97 per cent of the total estimated value of the work is completed.

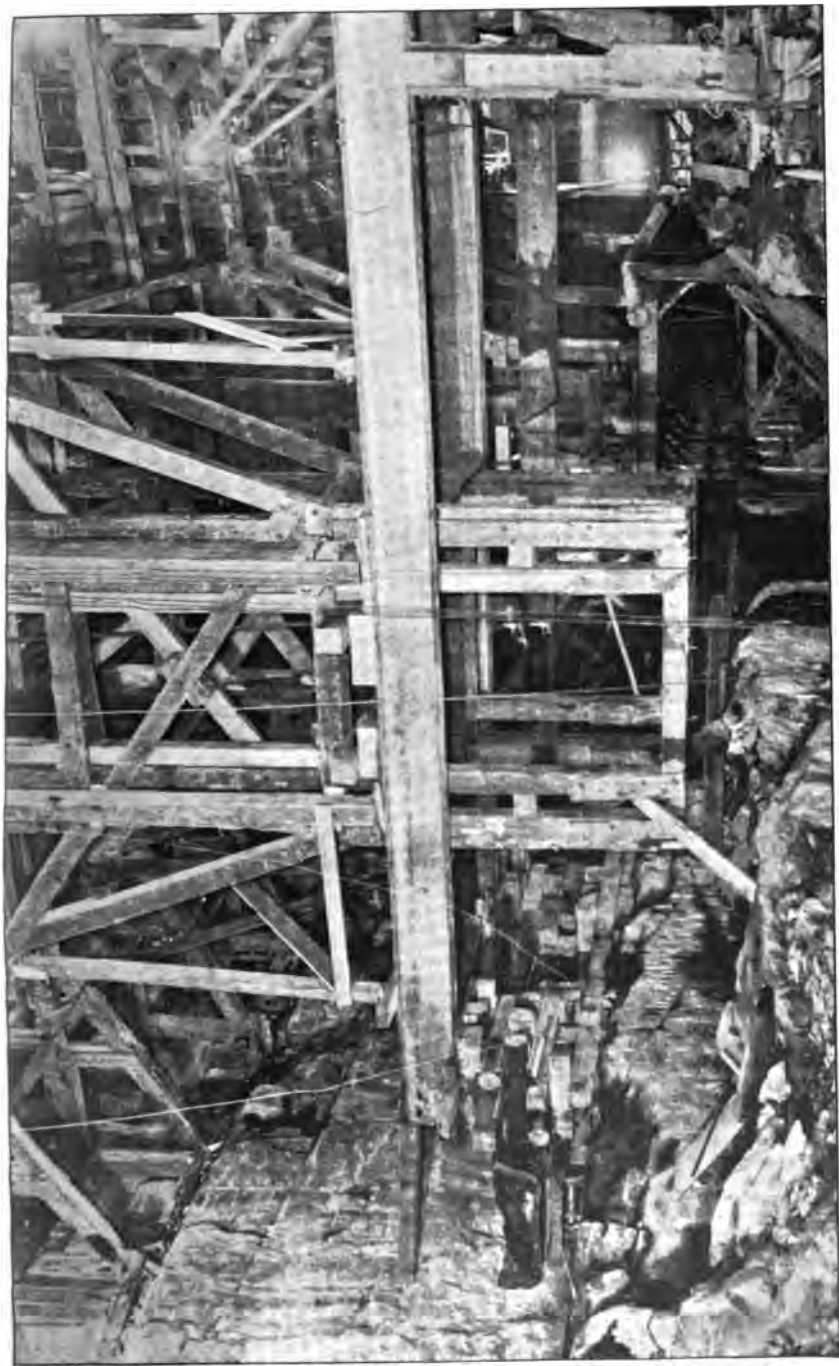


LEXINGTON AVENUE SUBWAY. DUCT MANHOLE OR SPLICING CHAMBER, FAN CHAMBER AND EMERGENCY EXIT AT 107TH STREET

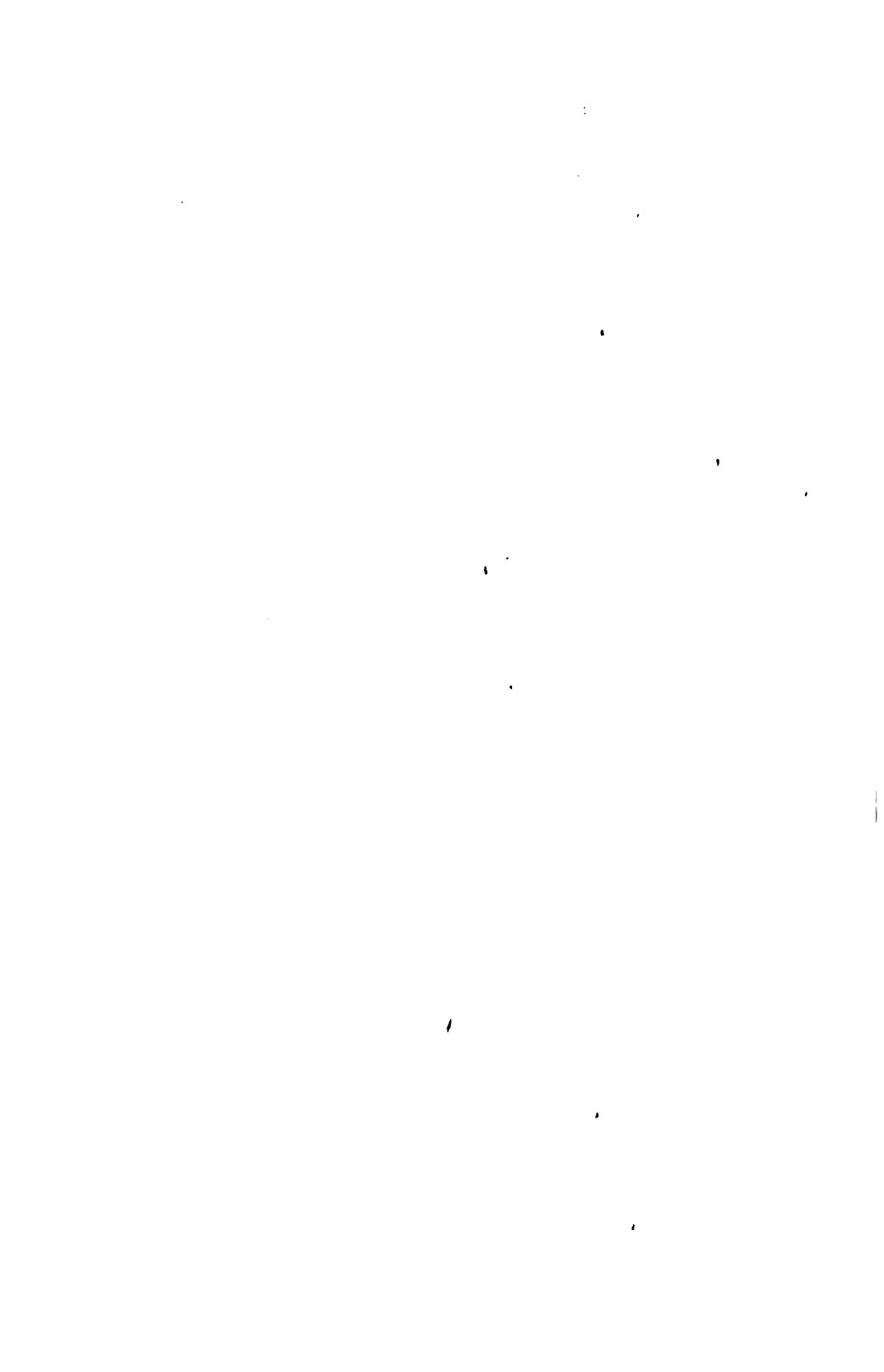


LEXINGTON AVENUE SUBWAY. SOUTH APPROACH TO LOCAL STATION AT 116TH STREET AND LEXINGTON AVENUE



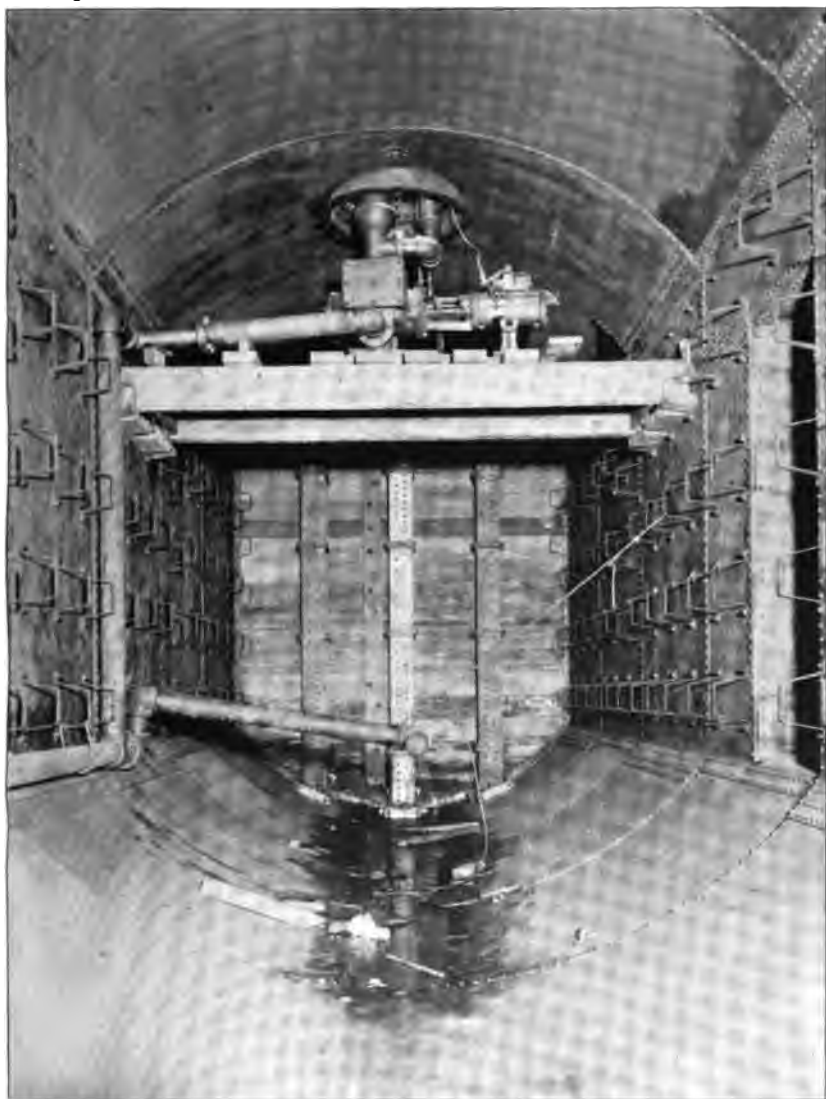


LEXINGTON AVENUE SUBWAY. TIMBER TOWER USED BY CONTRACTOR IN SUPPORTING THE ROADWAY BETWEEN 120TH AND 121ST STREETS, LEXINGTON AVENUE





LEXINGTON AVENUE SUBWAY. CONSTRUCTION WORK AT NORTH APPROACH TO HARLEM RIVER TUBES



LEXINGTON AVENUE SUBWAY. TEMPORARY TIMBER BULKHEAD AT NORTH END OF HARLEM RIVER TUBES

Route No. 5, Section No. 13.—Excavation has been completed from the south end of the section between 117th and 118th streets as far north as the north side of 126th street, and in this stretch the subway structure itself has been largely completed. From 126th street to the north end of the section the contractor is now excavating, working south from a shaft at 128th street. The work of restoring gas and water mains, electric conduits, sidewalks, temporary pavement, etc., has already been begun between 118th and 121st streets; also between 125th and 126th streets.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	72.2
Concrete	67.4
Steel delivered	95.5
Steel erected	61.4
Waterproofing	49.2
Underpinning buildings	100

About 71.5 per cent of the total estimated value of the work is completed.

Route No. 5, Section No. 14.—In Manhattan the excavation has been completed from the south end of the section south of 129th street to about the north side of 131st street, and in this stretch concrete floor has been placed, steel erected, and a large part of the concrete side walls and roof placed.

On the Harlem River portion of the work all five sections of the steel tubes have been placed and surrounded with the exterior concrete. Reinforced concrete lining of the four northerly sections has also been completed.

On The Bronx portion of the work the subway structure has been completed on the east branch in Park avenue, and the westerly branch running under the New York Central Railroad tracks, in tunnel, has also been largely completed.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	87.5
Concrete	64.5
Steel delivered	58.7
Steel erected	54.6
Waterproofing	44.3
Underpinning buildings	100

About 85.5 per cent of the total estimated value of the work is completed.

Route No. 5, Section 15.— On the westerly branch of this section the subway structure has been completed with the exception of a small portion of the loop track in 149th street connecting the Lexington Avenue subway with the present subway through 149th street. On the easterly branch in Park avenue and East 138th street the structure is complete to a point just west of Third avenue. The excavation has been completed on the remainder of this easterly branch, steel erected, and the greater part of the concrete side walls and roof placed.

The percentages of the principal items of work completed are as follows:

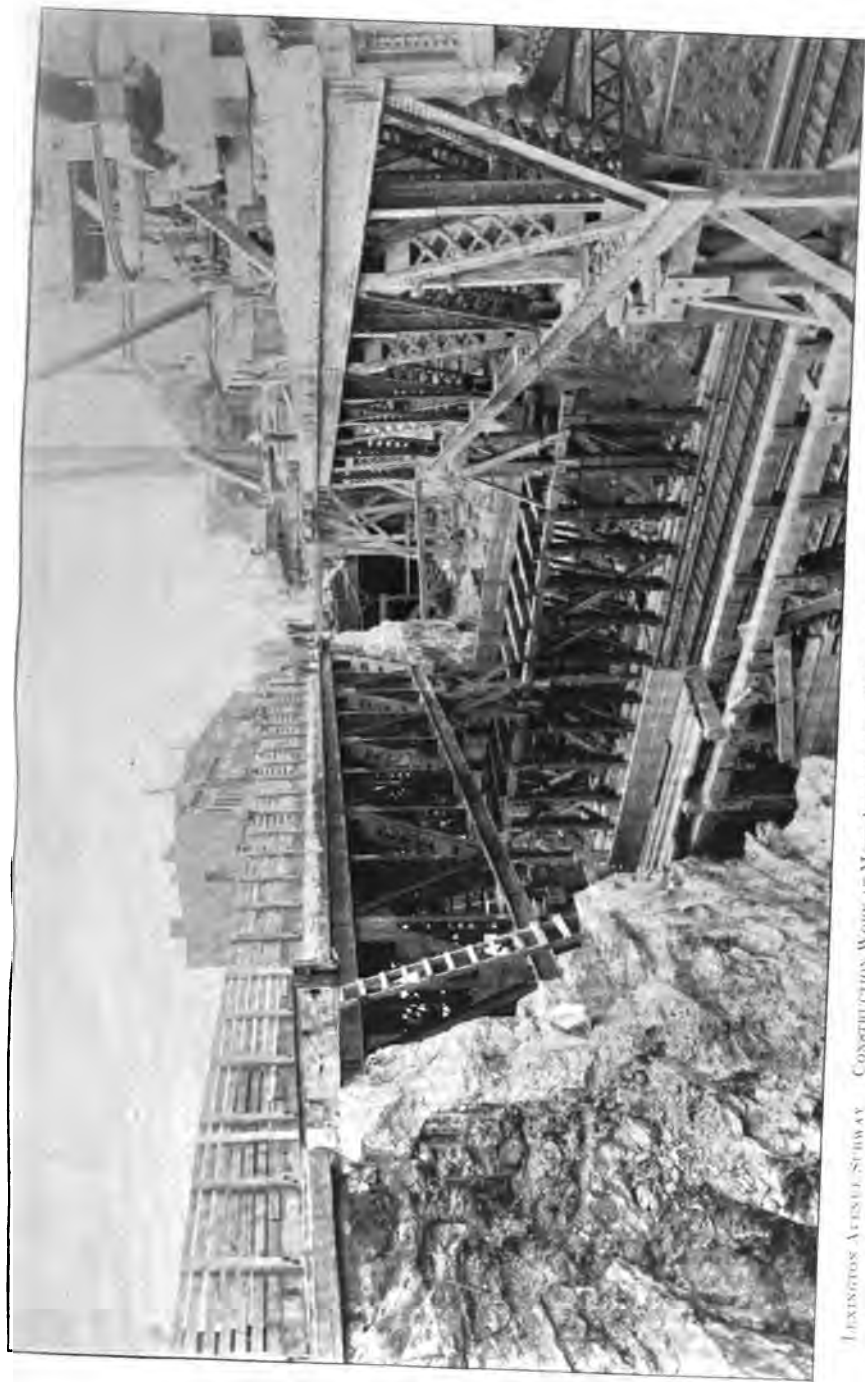
	Per cent
Excavation	98.8
Concrete	91.4
Steel delivered	98
Steel erected	95.2
Waterproofing	92.5
Underpinning buildings	96

About 94.1 per cent of the total estimated value of the work is completed.

In the following tables are given the work done under the principal items on each section of the Lexington Avenue subway, Route No. 5, and the total value of work estimated on each of these sections, from the beginning of construction to December 31, 1914:



LEXINGTON AVENUE SUBWAY. CONSTRUCTION OF SPUR CONNECTING THE LEXINGTON AVENUE SUBWAY WITH THE EXISTING SUBWAY AT 149TH STREET



LEXINGTON AVENUE SUBWAY

CONSTRUCTION WORK AT MOTT AVENUE AND 153RD STREET WHERE THE SUBWAY CROSSES THE NEW YORK CENTRAL RAILROAD

COMPANY'S TRACKS

COMPANY'S TRACKS

WORK DONE UNDER THE PRINCIPAL ITEMS OF EACH CONTRACT, FROM BEGINNING OF CONSTRUCTION TO
DECEMBER 31, 1914

RAPID TRANSIT CONSTRUCTION

121

	Unit	Sec. 6	Sec. 7	Sec. 8	Sec. 9	Sec. 10	Sec. 11	Sec. 12	Sec. 13	Sec. 14	Sec. 15	Total
<i>Subway Construction</i>												
Earth excavation above M.	Cubic yds.	14,801	19,463	91,153	56,830	38,894	43,084	107,211	60,343	29,924	208,659	670,362.00
H. W. excavation below M.	Cubic yds.				319		18,046	65,271	13,498	93,279	50,340	240,783.00
H. W. excavation below less	Cubic yds.	5,164	1,812	44,008	74,551	109,391	59,299	25,386	190,457	29,662	227,399	757,129.00
Rock excavation	Lin. front ft.	77.84		841.55	1,524	816.45	1,895	4,860	3,222	1,018	1,820	16,074.84
Underpinning buildings less than 7 stories	Lin. front ft.											
Underpinning buildings 7 to 12 stories	Lin. front ft.				66				186.13			252.13
Tunnel excavation	Cubic yds.		67,200	57,150	57,150	47,307	68,937					240,594.00
Concrete	Cubic yds.		40,599	42,944	39,493	39,642	39,642	38,673	37,033	17,597	79,420	335,401.00
Brick masonry	Cubic yds.		19	694	694	592	599	137				2,021.00
Rubble masonry	Cubic yds.		22.5		34		15	435	220			726.50
Waterproofing	Cubic yds.		15,155	20,503	20,503	13,715	24,275	52,672	16,236	16,366	81,995	239,917.00
Brick in asphalt mastic	Square yds.		642	292	292	1,964	1,964	5,097	2,217	2,395	7,779	20,576.00
Duct ft.	Duct ft.		216,820	143,790	143,790	288,740	236,423	191,820	86,260	20,620	189,208	1,373,691.00
Tunnel ducts	Tons.		2,965	2,545.9	3,840	3,840	3,840	4,431	9,166	4,692.5	11,981	43,527.76
Steel delivered	Tons.		2,330.27	2,448.6	3,768	3,768	3,846.11	4,431	6,064	3,509	11,593	37,989.98
Street surface restored	Square yds.		1,890	4,542	1,173	4,461		12,534	846	212	12,172	37,830.00
<i>Harlem River Tubes</i>												
Steel erected	Tons.									3,047		3,047.00
Steel delivered	Tons.									3,047		3,047.00
Concrete	Cubic yds.									48,417		48,417.00
Dredging	Cubic yds.									275,000		275,000.00
<i>Tunnels under New York Central Railroad Tracks</i>												
Tunnel excavation	Cubic yds.									11,300		11,300.00
Concrete	Cubic yds.									4,867		4,867.00
Cast iron	Tons.									850		850.00
Waterproofing	Square yds.									2,840		2,840.00
<i>Sewer Construction</i>												
Earth excavation	Cubic yds.	2,649	27,626	11,832	4,423	3,068		5,650	1,525	4,878	16,127	77,798.00
Rock excavation	Cubic yds.	136	4,955	3,975	2,803	911		289	535		2,977	16,561.00
Concrete	Cubic yds.	2	169	173	1,729			1,729			225	2,911.00
Sewers constructed, all sizes	Lin. ft.	47	7,984	5,897	3,609	3,048		7,279	993	1,084	10,132	40,073.00

*See page 113.

TOTAL VALUE OF WORK ESTIMATED ON EACH CONTRACT, FROM BEGINNING OF CONSTRUCTION TO DECEMBER 31, 1914

SECTION	Subway construction	Sewer construction	Total
6.....	\$189,531 26	\$93,726 47	\$283,257 73
7.....	121,933 75	.....	121,933 75
8.....	2,247,643 61	315,985 00	2,563,628 61
9.....	1,996,222 00	145,571 00	2,141,793 00
10.....	2,167,835 10	82,273 00	2,250,108 10
11.....	2,509,992 80	50,284 00	2,560,276 80
12.....	2,451,583 75	110,000 00	2,561,583 75
13.....	2,913,686 62	21,400 00	2,935,086 62
14.....	3,281,880 95	51,000 00	3,332,880 95
15.....	3,806,881 44	105,000 00	3,911,881 44
	\$21,687,191 28	\$976,239 47	\$22,663,430 75

Sewer Work:—Route No. 43, Section No. 1.—The contract plans differ from the original scheme as reported in 1913 and call for an inverted sewer siphon consisting of one 18-inch cast-iron dry weather and two 48-inch cast-iron storm pipes passing under the Diagonal station near 41st street, and a 6-inch circular sewer in 41st street overflowing at Lexington avenue into a 3' 9" circular sewer carried to 42d street and Third avenue.

Provision is also made at 41st street and Park avenue for a proposed 7-foot circular relief sewer planned by the Manhattan Sewer Bureau by incorporating in the contract a deep 5'0" x 8'9" under-crossing to be built in tunnel in connection with the work of subway construction.

The sewer siphon will be omitted if the relief sewer is built in time to be utilized as an outlet.

Route No. 5, Section No. 6.—During 1914 the work of reconstruction at the Second Avenue shaft of the 30th Street off-line sewer was completed, as was all other restoration work on this abandoned sewer.

Route No. 5, Section No. 7.—Since execution of contract for this section, July 16, 1914, there has been no actual sewer construction, although sewer excavation has been proceeding rapidly with subway excavation. Sewer construction drawings are being prepared and are well advanced. There are 5,080 feet of new sewers involved in this contract.

Route No. 5, Section No. 8.—1,387 feet of sewers were built during the year, making a total of 7,984 feet or 90 per cent completed to December 31, 1914.

Route No. 5, Section No. 9.— During the year 1,242 feet of sewers have been built, making a total of 5,897 feet, which is 95 per cent of entire sewer work on this section.

Route No. 5, Section No. 10.— During the year 2,522 feet of sewers were built, making a total of 3,609 feet to December 31, 1914, or 89 per cent of the sewer work on this section.

Route No. 5, Section No. 11.— During the year 874 feet of sewers were built, making a total of 3,048 feet or 89 per cent completed to December 31, 1914.

Work is in progress on a 11' x 18' sewer under crossing at 97th street and Lexington avenue which is provided at the request of the Manhattan Sewer Bureau for a proposed trunk sewer to the East river. This crossing will be 32 feet long and bulk-headed at each end.

Route No. 5, Section No. 12.— During the year 1,025 linear feet of sewers were built, making the total to December 31, 1914, 7,279 linear feet or 92 per cent of the entire sewer work on this contract. Record drawings for this work are well under way.

Route No. 5, Section No. 13.— Actual sewer construction was begun May 27, 1914, and to December 31, 1914, 993 linear feet of sewers were built, which is 35 per cent of the total sewer work on this section.

At the request of the Manhattan Bureau of Sewers the sewer on Lexington avenue, west side, between 122d and 124th streets, and also the crossing over the subway at East 124th street, were changed from a 3' 6" x 2' 4" egg-sewer to a 4' 6" x 3' 0" egg-sewer, and 14" cast-iron pipe overflows were built over the subway at East 122d street and East 123d street.

Route No. 5, Section No. 14.— 382 linear feet of sewers were built on this contract during the year, making a total to December 31, 1914, of 1,084 linear feet, or 76 per cent to the total.

Route No. 5, Section No. 15.— During the year 3,478 linear feet of sewers were built, making a total to December 31, 1914, of 10,132 linear feet or 89 per cent of the total on this section.

Due to the construction of the loop connection at 149th street and Mott avenue as per agreement of December 15, 1913, considerable sewer changes were necessitated in this locality. The sewers in Walton and Gerard avenues are being constructed, and

a new off-line sewer is under way on East 149th street from Gerard to River avenue. The total length of new sewer on this change amounts to 1,055 linear feet.

JEROME AVENUE LINE, ROUTE NO. 16

Plans:—This line is a three-track elevated branch of the Lexington Avenue line, extending from a point near 157th street along River and Jerome avenues to Bainbridge avenue. It is divided into two sections.

Route No. 16, Section No. 1.—This section connects with Section No. 15 of Route No. 5 at a point near 157th street and River avenue, and extends thence over River and Jerome avenues to a point about 80 feet north of East 182d street. Oscar Daniels Company, contractor. Contract executed December 31, 1913. Contract period, 18 months. Summary of contractor's bid, \$1,077,978.

The contract plans for the station on this line at River avenue and 161st street called for the ordinary elevated type of construction with escalators. The actual working drawings provide for a structure of ornamental concrete supported by steel framing, containing a mezzanine and four stairway houses, and omitting escalators. This design was made possible by the changes made recently by the City authorities in the proposed street lay-out at that location. The ornamental concrete work is to be put in place under contract for station finish. At 162d street, provision is made for a two-track connection from the Interborough Rapid Transit Ninth Avenue line. In order to avoid grade crossings with this connection the rail is raised about 50 feet above the street surface and the tracks spread to allow the connecting line to curve in under the structure, one on each side of the middle track. The grades thence approach and a connection can be made either to the express or local tracks.

Working drawings for this section have been completed and about 75 per cent of the shop drawings have been checked.

Route No. 16, Section No. 2.—This section extends from a point about 80 feet north of East 182d street, along Jerome avenue to about 198th street where it curves off Jerome avenue and

runs through the Jerome Park Reservoir property to a point near 204th street; thence it continues along Jerome avenue to Bainbridge avenue (formerly Woodlawn road). Cooper & Evans Company, contractor. Contract executed April 3, 1914. Contract period, 18 months. Summary of contractor's bid, \$1,076,831.

Plans have been prepared for a station at 200th street, lying partly in open cut in the Jerome Park Reservoir property. The ticket house and portion lying in open cut will be of ornamental concrete design. At Mosholu parkway the station will be of ornamental concrete supported on steel framing, a ticket house being provided at Mosholu parkway south, and one at Mosholu parkway north. Woodlawn station at Bainbridge avenue is the terminal, but provision has been made for a possible extension of the line. At its northern end an ornamental concrete building supported on steel framing and spanning the street is provided, containing a recreation room for employees and a ticket house. South of this structure various other structures necessary for the operation of the railroad will be located. Because of two 48-inch water mains and Union Railway ducts located along Jerome avenue, many special footings were required. At some points the columns were extended further below the surface than would be otherwise necessary, and in some cases footings were designed to bridge over these obstructions.

Working drawings for this section have been completed and about 75 per cent of the shop drawings checked.

Construction:—*Route No. 16, Section No. 1.*—Actual construction work on this section was begun April 20, 1914. The work includes placing the foundations for the elevated steel structure; the erection of the elevated railroad structure itself; and the construction of the duct bank and duct manholes, underground for the transmission of electric power. Of these, at the close of the year the foundations (580 footings) for the structure were completed; the duct bank and duct manholes on Jerome avenue also were completed, covering about 8,500 feet. Over the completed portion of the duct system the street surface has only been partially restored.

The method employed in excavating, which was largely in filled ground, was by pick and shovel; rock being encountered on River avenue between McClellan street and Jerome avenue and on Jerome avenue between 181st street and 182d street. Concreting was carried out by means of two Ransome mixers.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation { Columns	100
{ Duct line	49.7
Concrete	53
Steel delivered	22.8
Steel erected	0.5

About 29.9 per cent of the total estimated value of the work is completed.

Route No. 16, Section No. 2.—On this section work was started on May 7, 1914. During the year the contractors have completed all the column footings and all of the duct bank with the exception of about 200 feet at 182d street and 100 feet at 198th street. Work has progressed favorably on the surface railroad portion and the excavation is in large part completed. The south abutment and the east and west walls and track troughs have been completed to the south end of the Bedford Park Boulevard station platform.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation { Surface portion	90
{ Columns	100
{ Duct line	100
Concrete	58
Steel delivered	3
Steel erected	0.5

About 20 per cent of the total estimated value of the work is completed.

The following tabulation gives the work done under the principal items of construction, on each section of the Jerome Avenue Extension, Route No. 16, from the beginning of construction to



JEROME AVENUE BRANCH, LEXINGTON AVENUE LINE. TYPICAL METHOD OF SPACING AND SUPPORTING ANCHOR BOLTS AND SUPPORTING GRILLAGE INSIDE THE FORMS, FOR COLUMN FOUNDATIONS



**JEROME AVENUE BRANCH, LEXINGTON AVENUE LINE. CONSTRUCTION OF RAILROAD DUCT BANK
ALONG EAST SIDE OF JEROME AVENUE. LOOKING NORTH FROM 174TH STREET**

December 31, 1914, and the total estimated value of work completed during the same period:

ITEM	Unit	Section 1	Section 2	Total
Column excavation.....	Cubic yds.	27,947	22,525	50,472
Railway duct excavation.....	Cubic yds.	6,965	10,150	17,115
Concrete masonry.....	Cubic yds.	7,054	5,612	12,666
Station concrete masonry.....	Cubic yds.		1,135	1,135
Brick masonry.....	Cubic yds.	2		2
Timber piles.....	Lineal ft.		2,780	2,780
Waterproofing.....	Square yds.		70	70
Railway ducts.....	Duct ft.	233,910	358,720	592,630
Steel erected.....	Tons.....	90	78	168
Steel delivered.....	Tons.....	3,853	540	4,393
Cast iron erected.....	Tons.....	11		11
Cast iron delivered.....	Tons.....	11	25	36
Vitrified pipe in place.....	Lineal ft.	50	455	505
Iron pipe in place.....	Lineal ft.	14	280	294

Section 1, total value of work completed, as estimated..... \$322,725 87
 Section 2, total value of work completed, as estimated..... 218,322 95

Sewer Work:—Route No. 16, Section No. 1.—Sewer work on this section was begun on September 22, 1914, and consisted of a variety of reconstruction necessitated by column footings and a new duct line. This work comprised 36 linear feet of sewer reconstruction at three column footings; 11 receiving basins and connections; one basin connection, and five house connections relaid.

Route No. 16, Section No. 2.—Sewer work on this section was begun August 17, 1914, and comprised a variety of reconstruction work due to column footings and a duct line as follows: 24 linear feet of sewer reconstruction at two column footings; one receiving basin and connections; one basin connection, and five house connections relaid. Construction drawings were prepared for most of this work.

SOUTHERN BOULEVARD AND WESTCHESTER AVENUE BRANCH, ROUTES NOS. 19 AND 22

Plans:—This route is the east branch of the Lexington Avenue line and extends via East 138th street, Southern boulevard, Whitlock and Westchester avenues to Pelham Bay park. It is a three-track line and will be a subway up to about Aldus street and Whitlock avenue, and an open cut and elevated structure between that point and Pelham Bay park. It is divided into three sections, Nos. 1, 1-A and 2.

while

track subway
from 147th
onto an embank-
Section No. 2. This
Rodgers & Hagerty,
the contractor's bid is
months. Working
station. Shop drawings
near of the section.

originally laid out as a local
property owners in this
change it from local to
was \$200,000, which
to obtain the approval of
Government. Request for an ap-
and refused by that Board.
at this station, to as great
being arranged to allow
trucks as they approach
the local platforms.



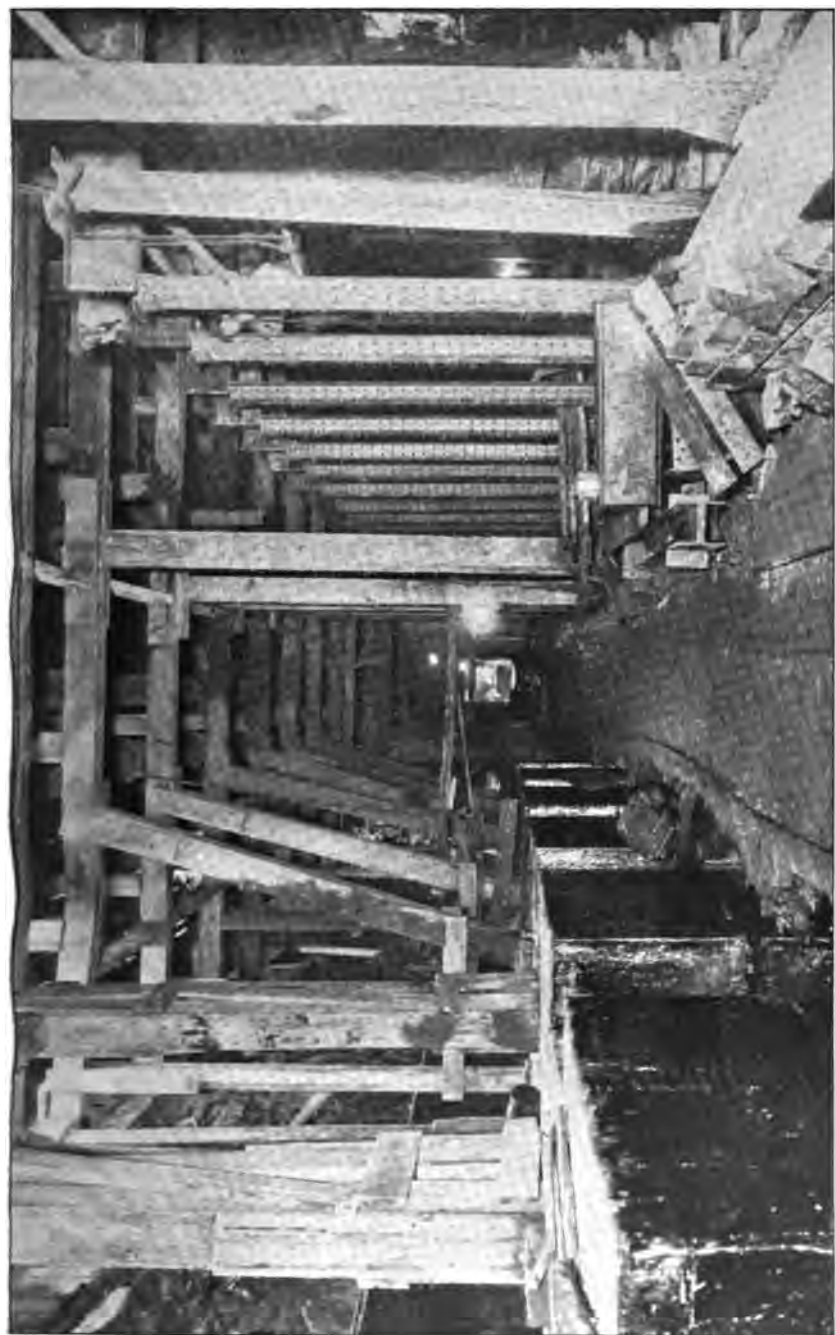
RA BRANCH, LEXINGTON AVENUE LINE. CYPRESS AVENUE STATION. ROADWAY SUPPORT, STEEL PARTIALLY ERECTED AND STATION PLATFORM UNDER CONSTRUCTION

Routes Nos. 19 and 22, Section No. 1.—A three-track subway extending under East 138th street and Southern boulevard from Willis avenue to 147th street. The original contractor was the John F. Stevens Construction Company, the contract since having been taken over by the Richard Carvel Company. The contract was executed October 22, 1912. The contract period is 40 months. Summary of contractor's bid is \$2,253,281.75. The working drawings for this section were completed during the year and the last of the shop drawings were approved. Special detail drawings have been prepared to meet the exigencies of construction.

Where the line turns from 138th street to Southern boulevard it passes under private property. Provision was made for carrying a 10-story building on the subway roof under this property. Near 143d street the subway passes under the Port Morris branch of the New York Central Railroad. The structure was designed to carry the railroad abutments which are to be underpinned while the subway is built under them.

Routes Nos. 19 and 22, Section No. 1-A.—A three-track subway under Southern boulevard and Whitlock avenue, from 147th street to Bancroft street, where the tracks emerge onto an embankment for connection with the elevated line of Section No. 2. This contract was executed December 31, 1913. Rodgers & Hagerty, Inc., contractor. The summary of the contractor's bid is \$2,253,000, and the contract period is 30 months. Working drawings are completed except for one station. Shop drawings have been approved for about 60 per cent of the section.

The station at 149th street was originally laid out as a local station. The operating company and property owners in this locality requested the Commission to change it from local to express. The estimated difference in cost was \$300,000, which made it necessary for the Commission to obtain the approval of the Board of Estimate and Apportionment. Request for an appropriation of this amount was made and refused by that Board. In order to provide for express service at this station, to as great an extent as possible, the structure is being arranged to allow the switching of express trains to the local tracks as they approach the station so that they can be served by the local platforms.



PELHAM BAY PARK BRANCH, LEXINGTON AVENUE LINE. CYPRESS AVENUE STATION. ROADWAY SUPPORT, STEEL PARTIALLY ERECTED AND STATION PLATFORM UNDER CONSTRUCTION

Routes Nos. 19 and 22, Section No. 2.—A three-track elevated line over Whitlock avenue, from Bancroft street to Pelham Bay park. The contract drawings and the contract and specifications are being prepared for this section.

At Westchester avenue, just east of Whitlock avenue, the line crosses over the Bronx river which is a navigable stream at this point. In order that elevated trains will not be delayed by opening a draw span it is proposed, if possible, to span the river with a fixed bridge. This will limit navigation above Westchester avenue to low masted vessels. Negotiations with the holders of riparian rights have been under way for several months and it is now believed that satisfactory arrangements can be made for limiting the height of vessels which can pass Westchester avenue, and thus avoid the construction of a movable span.

Construction:—Routes Nos. 19 and 22, Section No. 1.—Work on this section was begun November 30, 1912. The assignment of this contract by the John F. Stevens Construction Company, the original contractor, to the Richard Carvel Company, Inc., caused a cessation of the work for a limited period pending the approval by the Public Service Commission of this assignment, which approval was given on October 24, 1913, and work was resumed on December 15, 1913.

During the past year the contractor completed all by-pass work, the greater part of the excavation from Alexander avenue to 143d street, and practically completed short stretches of the subway at Willis avenue, Jackson avenue, and from 139th street to 141st street.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	58.4
Concrete	26.7
Steel delivered	83.4
Steel erected	27.4
Waterproofing	17.2

About 46.3 per cent of the total estimated value of the work is completed.

Routes Nos. 19 and 22, Section No. 1-A.—Some test holes were opened on Whitlock avenue in January, 1914, and active work on the contract was begun on May 18, 1914.

Excavation has been completed for a distance of about 700 feet between Leggett avenue and 156th street, and also for a distance of 2,000 feet between Hunt's Point road and the northerly end of the section, and the laying of concrete floor at these points has started. Gas mains have been by-passed on Southern boulevard from 156th street to Hunt's Point road.

The percentages of the principal items of work completed are as follows:

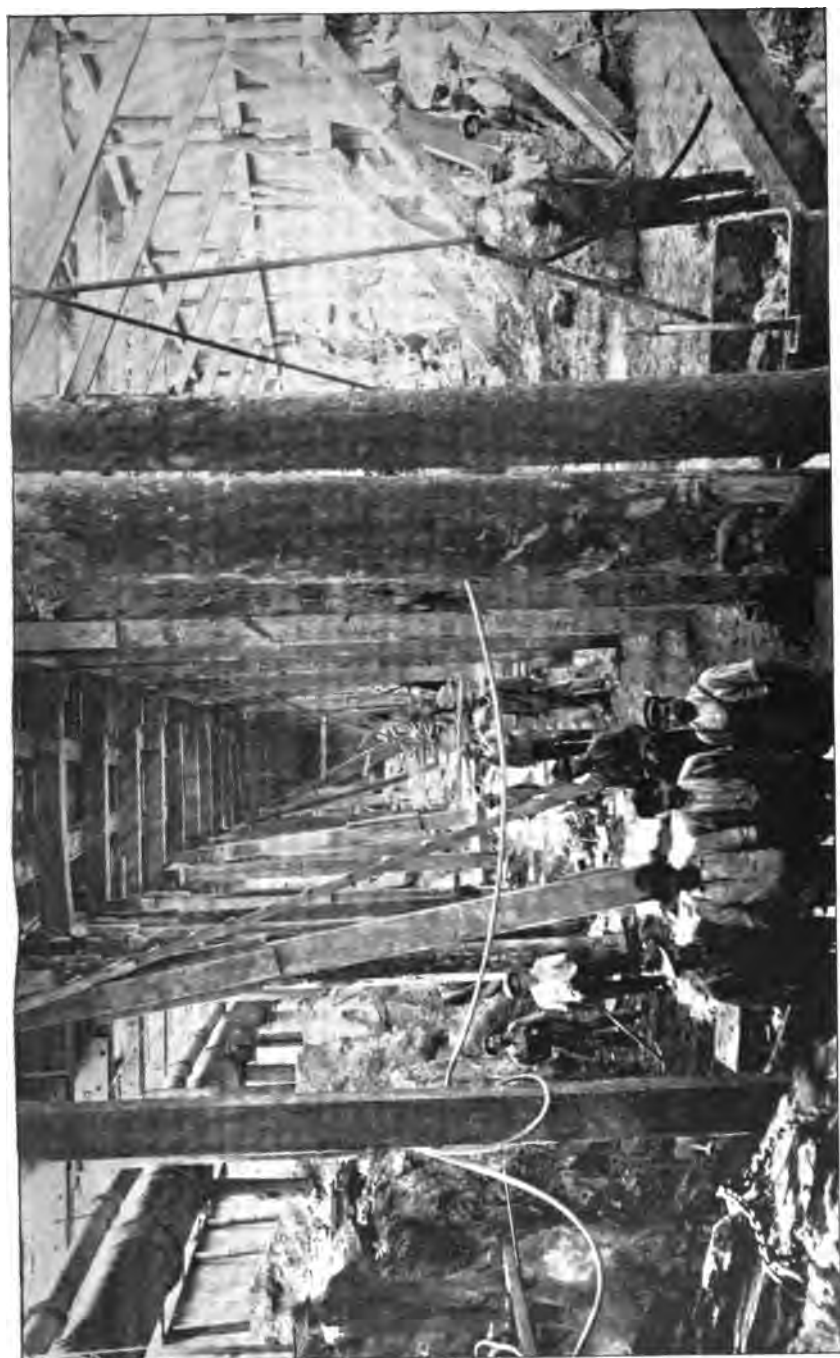
	Per cent
Excavation	41
Concrete	8
Steel delivered	27
Steel erected	4

About 26 per cent of the total estimated value of the work is completed.

The following tabulation gives the work done under the principal items of construction, on Sections Nos. 1 and 1-A of the Southern Boulevard & Westchester Avenue Extension, Routes Nos. 19 and 22, from the beginning of construction to December 31, 1914, and the total estimated value of work completed during the same period:

ITEM	Unit	Section 1	Section 1-A	Total
<i>Subway Construction</i>				
Earth excavation above M. H. W.	Cubic yds.	103,829	89,000	192,829
Earth excavation below M. H. W.	Cubic yds.	1,933	.....	1,933
Rock excavation	Cubic yds.	108,212	53,055	161,267
Concrete masonry	Cubic yds.	12,569	4,356	16,925
Waterproofing	Square yds.	10,452	.....	10,452
Brick in asphalt mastic	Cubic yds. ....	.....	295	295
Steel erected	Tons	1,584	210	1,794
Water pipes—all sizes	Lineal ft.	1,879	.....	1,879
Gas pipes—all sizes (permanent)	Lineal ft.	1,315	.....	1,315
24" temporary by-pass (gas)	Lineal ft.	5,734	.....	5,734
6" temporary by-pass (gas)	Lineal ft.	5,583	.....	5,583
Steel delivered	Tons	4,743	1,550	6,293
<i>Sewer Construction</i>				
Earth excavation	Cubic yds.	2,028	7,700	9,728
Rock excavation	Cubic yds.	1,498	4,300	5,798
Concrete	Cubic yds.	390	104	494
Sewers constructed, all sizes	Lineal ft.	643	148	791

	Subway construction	Sewer construction
Section 1, total value of work completed, as estimated.	\$1,047,703 17	\$17,000 00
Section 1-A, total value of work completed, as estimated	543,536 40	42,000 00



PELHAM BAY PARK BRANCH, LEXINGTON AVENUE LINE. METHOD OF STREET SUPPORT, SOUTHERN BOULEVARD, NEAR LEGGETT AVENUE



PELHAM BAY PARK BRANCH, LEXINGTON AVENUE LINE. STEAM SHOVEL CUT AS EXCAVATED NORTH OF HUNT'S POINT ROAD. LOOKING SOUTH ALONG WHITLOCK AVENUE FROM LONGFELLOW AVENUE

Sewer Work:—*Routes Nos. 19 and 22, Section No. 1.*—Sewer construction was begun August 21, 1914, and up to December 31, 1914, 643 linear feet of sewers were built, which with the sewer excavation is 16 per cent of the total sewer work on this section.

Routes Nos. 19 and 22, Section No. 1-A.—Sewer construction on this contract was begun September 29, 1914, and up to December 31, 1914, 148 linear feet of sewers were built, which with the sewer excavation comprises 21 per cent of the total. The construction of the 7'3" x 12'0" off-line sewer on Leggett avenue is well advanced.

WHITE PLAINS ROAD LINE, ROUTE NO. 18

Plans:—This route consists of a three-track elevated line from 179th street and Boston road, where connection is made with the West Farms branch of the existing City subway, Contract No. 1, over private property, along the right of way of the New York, Westchester & Boston Railway and over Birchall avenue and White Plains road to about the city line at East 241st street. This line is known as Route No. 18 and comprises two sections, Nos. 1 and 2.

Route No. 18, Section No. 1.—This section includes the connection with the present elevated extension of the subway at 179th street and Boston road and extends as a three-track elevated line over private property, Birchall avenue and White Plains road to Burke avenue, with a station on private property of the New York, Westchester & Boston Railway for the transfer of passengers to that road. Date of execution of contract, December 31, 1913. Oscar Daniels Company, contractor. Period of contract, 18 months. Summary of the contractor's bid, \$914,400. Working drawings are nearly completed and shop drawings approved for 75 per cent of the section.

An ornamental concrete covered station is planned for the crossing over the Bronx and Pelham parkway. For a length of about 2,000 feet this structure is on embankment. A large yard is to be built in connection with this line in the vicinity of 180th street.

Route No. 18, Section No. 2.— This section extends from Burke avenue over White Plains road to 241st street. The contract for this section was executed January 13, 1914. Alfred P. Roth, contractor. Contract period, 18 months. Summary of bid, \$958,-484. Working drawings have been completed, and the approval of the shop drawings is practically completed.

At Gun Hill road a connection is provided for the Webster Avenue extension of the Third Avenue elevated line to be built under the certificate to the Interborough company, dated March 19, 1913. To avoid grade crossings, the two Webster Avenue tracks diverge near 216th street and are carried to the lower level of the double-deck station at Gun Hill road. A very large terminal yard will be built alongside this line in the vicinity of 241st street to provide facilities for the Interborough subway and elevated lines in Manhattan.

Construction:— *Route No. 18, Section No. 1.*— The piers for the steel structure are completed along White Plains road for a distance of 8,100 feet. For the structure proper delivery of steel has been started. The fill for the surface railroad is about 33 per cent completed. The concrete structures for this part have not yet been started. Railway ducts have been practically completed from a point near the intersection of White Plains road and Bear Swamp road north to the end of the section.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation { Columns	66.4
{ Duct line	54
Concrete	49.2
Steel delivered	31.3
Steel erected	0.2

About 20.1 per cent of the total estimated value of the work is completed.

Route No. 18, Section No. 2.— Since the commencement of work, the contractor has completed the column foundations from the upper end of the section (East 241st street) to East 222d street on both sides of White Plains road and also column founda-



WHITE PLAINS ROAD LINE. FORMS FOR RAILROAD DUCT MANHOLE BETWEEN BRADY AND LYDIG AVENUES, WHITE PLAINS ROAD

tions on the east side of the avenue to East 219th street. Excavation has been made for column foundations on the east side to East 216th street, and foundations between East 216th and East 215th streets have been completed.

Railroad ducts have been completed from the upper end of the section (230 feet south of East 241st street) to Nereid avenue. Excavation for ducts and manholes has been made from Nereid avenue to East 235th street.

Delivery of steel was started on September 11, 1914, and is date about 80 per cent of the steel for subsections 1, 2, 3 and 4 has been delivered and stored on White Plains road at its erection location, and erection was begun on the 21st of November.

It was necessary to move laterally about 5200 feet of 16-inch water main between 2 and 5 feet to the east to avoid the column foundations on the west side, from East 219th street to a point midway between East 236th and East 237th streets.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation { Columns	75
{ Duct line	29.4
Concrete	70.7
Steel delivered	63.5
Steel erected	7.2

About 58.3 per cent of the total estimated value of the work is completed.

The following tabulation gives the work done under the principal items of construction, on each section of the White Plains Road Extension, Route No. 18, from the beginning of construction to December 31, 1914, and the total estimated value of work completed during the same period:

Item	Unit	Section 1	Section 2	Total
Column excavation.....	Cubic yds....	11,570	21,619	33,189
Railway duct excavation.....	Cubic yds....	5,840	2,297	8,237
Railway embankment.....	Cubic yds....	24,037	.....	24,037
Concrete masonry.....	Cubic yds....	2,585	3,684	6,269
Brick masonry.....	Cubic yds....	11	4	15
Waterproofing.....	Square yds....	116	.....	116
Railway ducts.....	Duct ft....	91,370	61,090	152,460
Steel erected.....	Tons.....	25	1,064	1,089
Steel delivered.....	Tons.....	3,834	9,632	13,466
Cast iron erected.....	Tons.....	7	43	50
Cast iron delivered.....	Tons.....	19	.....	19
Vitrified pipe in place.....	Lineal ft....	54	5	59
Iron pipe in place.....	Lineal ft....	.....	.....	.....

Section 1, total value of work completed, as estimated..... \$197,654 05
 Section 2, total value of work completed, as estimated..... 561,297 95

Sewer Work:—Route No. 18, Section No. 1.—Sewer work on this section was begun August 10, 1914. It consisted of reconstruction of sewers due to the construction of column footings and to duct line, and comprised the following: 108 linear feet of 6-inch vitrified sewer at nine column footings; one manhole and five receiving basins and connections. Construction drawings were prepared for most of the work.

Route No. 18, Section No. 2.—Sewer work on this section was begun April 30, 1914, and was necessitated by column footing and duct line construction. Considerable reconstruction was involved at the column footings as they interfered with the existing sewers in a great many places. The difficulty was overcome by straddling the sewer with the pier and relaying the portion of the sewer under the pier. The new sewer was usually built of cast-iron pipe. The work comprised the following: 864 linear feet of sewer reconstruction at 72 column footings; 11 manholes; seven receiving basins and connections; two basin connections; nine house connections relaid, and five duct manhole drains relaid. Construction drawings for most of this work were prepared.

SEVENTH AVENUE SUBWAY, ROUTES NOS. 4 AND 38 WEST TRUNK LINE IN MANHATTAN

Plans:—This line of the westerly side of Manhattan is made up of that part of the present subway north of Times square and the Seventh Avenue line, which begins at Times square and extends southerly under Seventh avenue extended, Varick street,

West Broadway and Greenwich street to a connection with the present loop at the Battery. This line is a four-track subway, excepting that the part south of Park place has two tracks, and that a 1,500-foot stretch between 34th and 40th streets has five tracks. The line is designated as Routes Nos. 4 and 38 and comprises eight sections, Nos. 1-A, 1 to 6, inclusive, and 6-A.

Routes Nos. 4 and 38, Section No. 1-A.— This includes the connection with the existing subway loop and the construction in Battery park. Rapid Transit Subway Construction Company, contractor. Contract executed September 4, 1914. Contract period, 31 months. Summary of contractor's bid, \$472,244.

Maintaining the traffic in the existing subway during the work, and the underpinning and support of elevated railroad columns had to be taken into consideration in the design of this section. The construction drawings are about one-third completed.

Routes Nos. 4 and 38, Section No. 1.— Extends from Battery park to a point about 70 feet south of Vesey street, along Greenwich street; Rapid Transit Subway Construction Company, contractor. Contract executed June 19, 1914. Contract period, 33 months. Summary of contractor's bid, \$2,121,077.25.

For the entire length of this section, the elevated railroad will have to be carried on the structure. This required special designs in the drawings. Another feature of this section is the crossing over the Hudson and Manhattan Railroad Tunnels at Cortlandt and Fulton streets. These are close to the street surface, making it necessary to provide special construction to carry the subway structure across them. Another factor affecting the design is the large number of steam mains in the streets. The power-house of the New York Steam Company will have to be underpinned and all the steam mains by-passed and protected. The construction drawings are about one-third completed.

Routes Nos. 4 and 38, Section 2.— Extends from a point 70 feet south of Vesey street, along West Broadway and Varick street, to a point 100 feet south of Beach street. The Degnon Contracting Company, contractors. Contract executed March 13, 1914. Contract period, 36 months. Summary of contractor's bid, \$3,059,522.

The turnout without grade crossings for the Park Place, William and Clark Street line, Route No. 48, required much study and attention as did the methods for carrying the elevated railroad structures on the subway roof. Where the subway passes under private property at Park place it is designed to carry a 20-story building.

Construction plans have been two-thirds completed for this section. Drawings for station entrances are still to be made pending negotiations with property owners at some points.

Routes Nos. 4 and 38, Section No. 3.— Extends from a point 100 feet south of Beach street, along Varick street and Seventh avenue extended, to Commerce street. The Degnon Contracting Company, contractor. Contract executed December 31, 1913. Contract period, 36 months. Summary of contractor's bid, \$2,185,063.50.

Construction plans on this section have been practically completed. Station entrances will have to be designed later when negotiations are completed with property owners.

This section lies for the greater part of its length in Varick street, which has been widened. The entire section is considerably below mean high water. At Canal street the subway passes underneath a large sewer whose invert is below water. Heavy construction to support the stone portico of St. John's Chapel is being provided. This building was not moved when the street was widened. This made additional construction necessary to carry it on the subway roof.

Routes Nos. 4 and 38, Section No. 4.— Extends from Commerce street, along Seventh avenue extended and Seventh avenue, to a point 79 feet north of 16th street. United States Realty & Improvement Company, contractor. Contract executed April 15, 1914. Contract period, 33 months. Summary of contractor's bid, \$1,837,726.50.

Construction plans for this section are three-fourths completed. Drawings for station entrances will be provided later after pending negotiations with property owners are completed.

At Christopher street the subway passes over the tubes of the Sixth Avenue line of the Hudson and Manhattan Railroad Company, where poor ground, practically quicksand, is found.

Special construction of the subway invert had to be made, and special precautions taken in the design, in order that the Hudson tubes might be properly protected.

Routes Nos. 4 and 38, Section No. 5.— Extends from a point 79 feet north of 16th street, along Seventh avenue, to a point 75 feet north of 30th street. United States Realty & Improvement Company, contractor. Contract executed December 31, 1913. Contract period, 36 months. Summary of contractor's bid, \$2,401,306.75.

Construction plans for this section are finished, except at station entrances, for which drawings will be provided after pending negotiations with property owners are completed. In the design of the subway for this section, special provision was made for the accommodation of high-pressure fire mains on the roof.

Routes Nos. 4 and 38, Section No. 6.— Extends from a point 75 feet north of 30th street, along Seventh avenue, to a point 100 feet south of 43d street. Rapid Transit Subway Construction Company, contractor. Contract executed February 24, 1914. Contract period, 36 months. Summary of contractor's bid, \$2,292,943.50. Construction plans for this section are 90 per cent completed.

Especial difficulty has been met with at the large and complicated Pennsylvania station. The necessity of fitting the subway into the space left over the Pennsylvania Railroad structure and of providing entrances and interchange facilities between the subway and railroad stations at this point caused much study and effort to be spent on this station. The station at 42d street also required much study and consideration owing to the fact that it is practically at the junction of the existing subway, the Broadway subway and the Steinway Tunnel. Special provisions were made for passenger interchange between these lines. A fifth track has been put in for train storage between the Pennsylvania and Times Square stations.

Routes Nos. 4 and 38, Section No. 6-A.— Extends from below 43d street to above 44th street, and covers the connection between the existing subway in Broadway, north of 42d street, with the new Seventh Avenue subway. Holbrook, Cabot & Rollins, con-

tractor. Contract executed August 6, 1914. Contract period, 33 months. Summary of contractor's bid, \$421,566. Bids for this contract were received twice. It was not considered advisable to accept the low bidder of March 12, 1914, and the contract was readvertised as explained in the preceding chapter.

The design of this section has been made so as to facilitate the construction as far as possible. It will be necessary to so construct the work that traffic will not be interfered with, and also to provide for turning the traffic over to the Seventh Avenue subway when it is ready to receive it. The construction drawings have been completed.

Construction:—*Routes Nos. 4 and 38, Section No. 1-A.*—The work, which started on this section on September 23, 1914, has consisted of excavation for an additional platform at the South Ferry station, necessitating the removal of a portion of the side wall of the present structure, the underpinning of elevated railway columns, etc. A crossover for northbound trains has been installed at Bridge street, and a shaft has been excavated for the work on the depressed track.

About 10 per cent of the total estimated value of the work is completed.

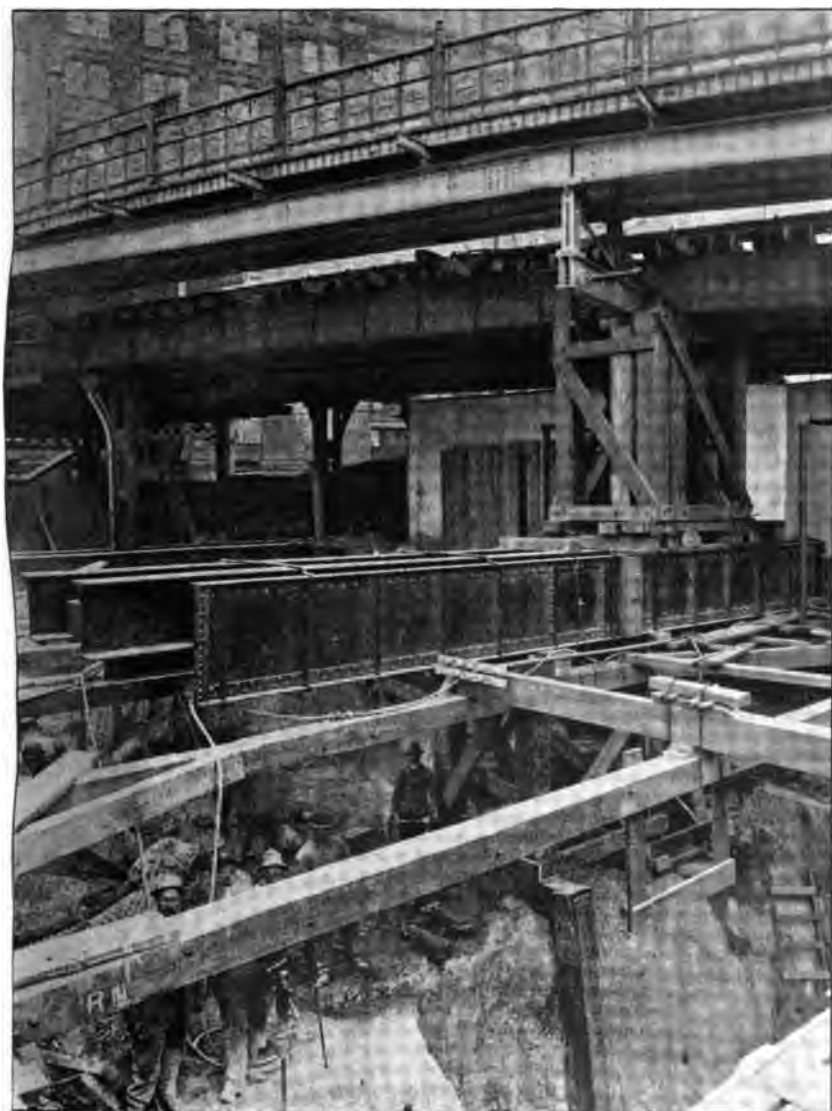
Routes Nos. 4 and 38, Section No. 1.—The work, which started on this section on July 11, 1914, has consisted of excavation in earth and rock within Battery park and the underpinning of elevated railway columns and buildings along Greenwich street.

About 6 per cent of the total estimated value of the work is completed.

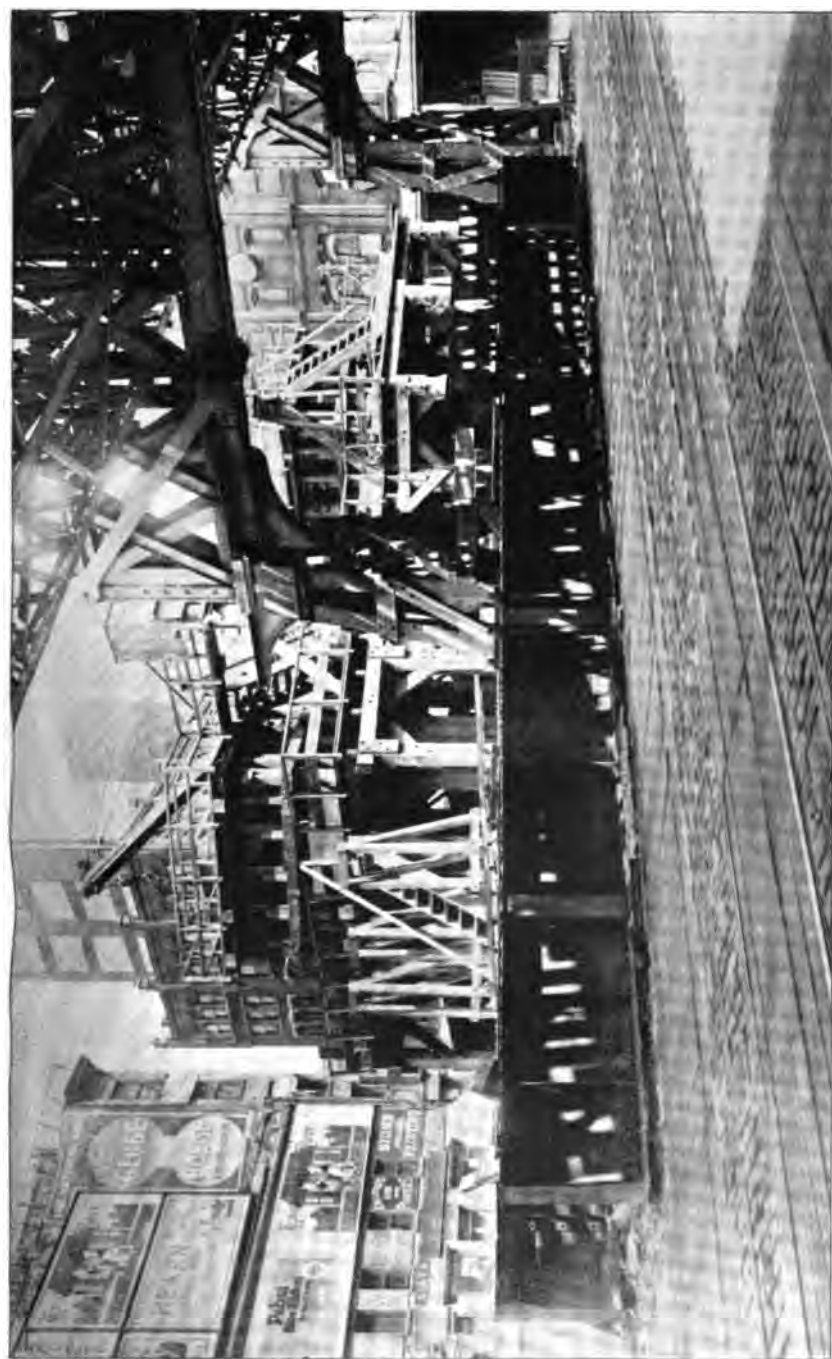
Routes Nos. 4 and 38, Section No. 2.—The work, which started on this section on April 8, 1914, has consisted of excavation beneath the street decking between Warren street and Leonard street and in open cut in the widened and extended portions of Varick street between Leonard street and Beach street. Considerable work has been done in underpinning elevated railway columns and buildings in the same locality.

About 11 per cent of the total estimated value of the work is completed.

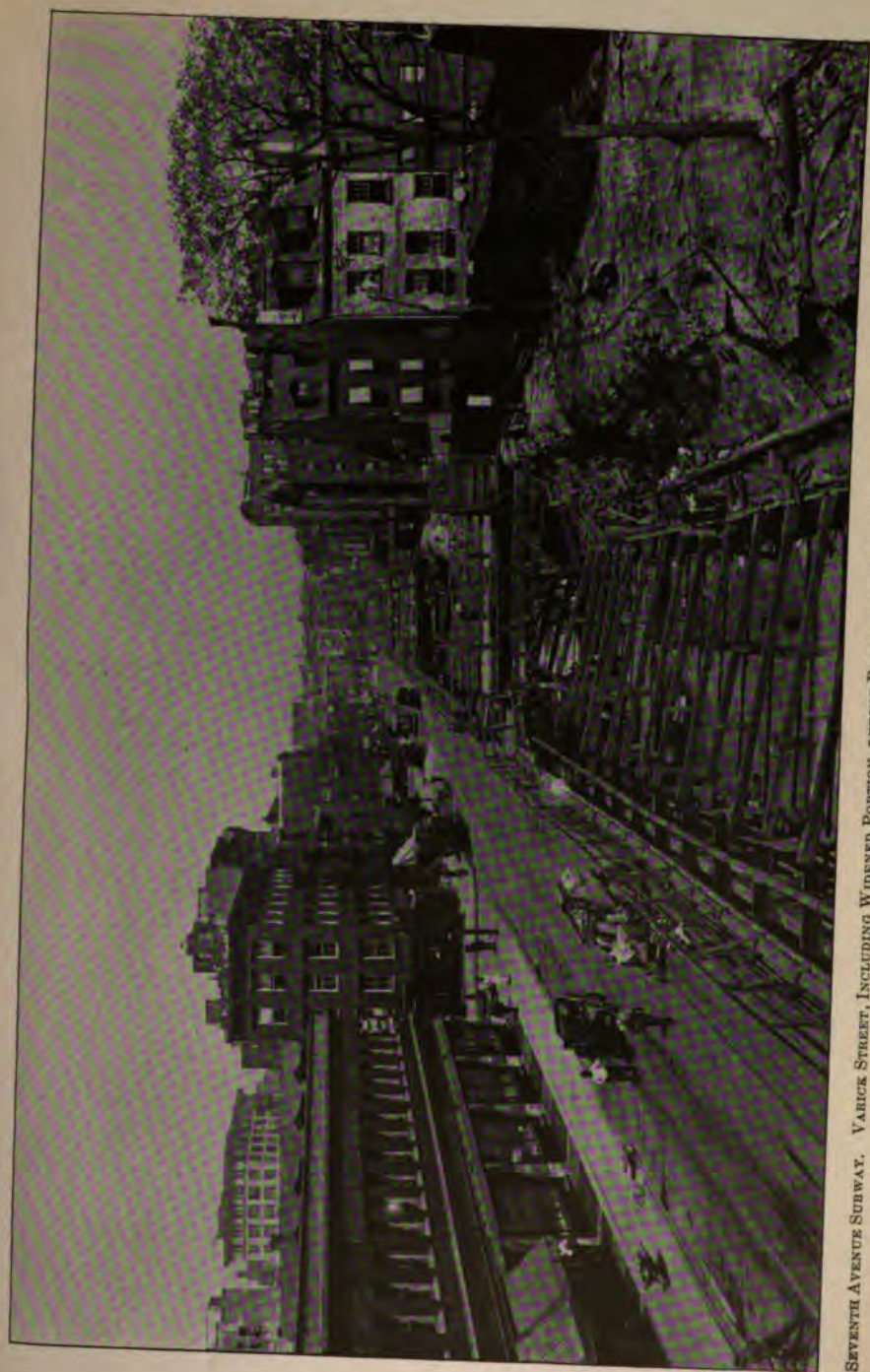
Routes Nos. 4 and 38, Section No. 3.—The work, which started on this section on January 6, 1914, has consisted of



SEVENTH AVENUE SUBWAY. TEMPORARY SUPPORT OF ELEVATED RAILROAD STRUCTURE DURING SUBWAY EXCAVATION IN ROCK CUT



SEVENTH AVENUE SUBWAY. CONTRACTOR'S HOISTING PLANT, HUDSON AND READE STREETS



SEVENTH AVENUE SUBWAY. VARICK STREET, INCLUDING WIDENED PORTION, DURING PROGRESS OF SUBWAY CONSTRUCTION. LOOKING NORTH FROM SPRING STREET

excavation beneath the decking, and in open trench in the widened portion of Varick street north of Canal street, and through Seventh avenue extension to Bedford street. Work has also been done in underpinning and securing buildings, in placing structural steel, in waterproofing, and in laying concrete.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	60
Concrete	15
Steel delivered	77
Steel erected	19
Waterproofing	18
Underpinning buildings	25

About 41 per cent of the total estimated value of the work is completed.

Routes Nos. 4 and 38, Section No. 4.—The work, which started on this section on April 28, 1914, has consisted of excavation beneath the street decking on Seventh avenue between 11th street and the northerly limits of the section, and in open cut by the use of the steam shovel between Commerce street and West 10th street. Work has also been done in underpinning and securing buildings in the locality where excavation has been in progress, in placing structural steel, concrete, and waterproofing.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	42
Concrete	3
Steel delivered	14
Steel erected	3
Waterproofing	7
Underpinning buildings	42

About 20 per cent of the total estimated value of the work is completed.

Routes Nos. 4 and 38, Section No. 5.—Excavation on this section was started on January 1, 1914, on which date ground was broken for shafts at the northwest corner of 23d street and

Seventh avenue and at the northwest corner of 27th street and Seventh avenue. The latter shaft was later changed to the southwest corner of 27th street and is now used to handle structural material.

Additional shafts were sunk during the year, and the work is now being carried on from shafts along Seventh avenue located at the southwest corner of 16th street, the southwest corner of 19th street, the northeast corner of 21st street, the northwest corner and 23d street, the northwest corner of 26th street, and the northwest corner of 28th street.

All of the material excavated is handled through the above-mentioned shafts, each of which is equipped with an electrically operated telfer or overhead traveling crane.

All excavation is carried on under a timber decking which replaces the street surface and carries the street traffic. Where rock is encountered it is removed by drilling and blasting.

To guard against accidents due to breaks in gas mains it was decided to shut off the gas in all such mains located in the excavations and to carry it through temporary by-pass pipes laid either upon the street surface or upon wooden trestles constructed for the purpose. In the case of gas mains crossing Seventh avenue, it was not possible to carry the by-passes either upon the street surface or upon a trestle with closely spaced bents, as either of these methods would have offered serious obstructions to traffic. To prevent interference with traffic the pipes crossing the avenue were supported on wooden cradles suspended from cables. The cables were strung from wooden towers built on opposite sides of the street and their ends were anchored to steel beams imbedded in concrete anchorages. Gas mains have been carried across Seventh avenue by the above-described method at 17th street and 18th street, 19th street to 20th street on the west side of Seventh avenue, and crossing Seventh avenue at 20th street, 29th street, and 30th street on the west side of Seventh avenue to the north end of the section.

In order to take care of the services on mains which were cut out, an 8-inch gutter by-pass was laid in the east and west gutter returning in the side streets in back of the excavation and there connecting with and intercepting the pipes crossing Seventh



SEVENTEENTH AVENUE SUBWAY. METHOD OF SUPPORTING TEMPORARY ROADWAY. TRENCH BRACING, ETC., SEVENTEENTH AVENUE EXTENSION AT COMMERCE STREET



SEVENTH AVENUE SUBWAY. GANTRY IN COURSE OF CONSTRUCTION AND PART OF 24-INCH OVERHEAD GAS BY-PASS PIPE, SEVENTH AVENUE AT 19TH STREET

avenue. The house services were then transferred to this gutter by-pass.

Where the nature of the soil has been such as to endanger the stability of the buildings in the vicinity of the excavations, the buildings have either been underpinned or their safety has been assured by the construction of protection walls built near them to confine the material on which the foundations of the buildings rest.

Where underpinning was resorted to the usual method of transferring the weight upon the foundations to concrete piers carried to substantial bearing at or below the subgrade of the subway, was employed. In the case of a ten-story building, 291-293 Seventh avenue, special methods of underpinning were employed. Metal cylinders were sunk to rock with the aid of compressed air and filled with concrete. Upon the setting of the concrete placed in the cylinders the loads of the building were transferred to the cylinders.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	46
Concrete	2
Steel delivered	32
Waterproofing	7
Underpinning buildings	51

About 36 per cent of the total estimated value of the work is completed.

Routes Nos. 4 and 38, Section No. 6.—Work on this section was started on March 4, 1914, on which date a Rapid Transit Subway Construction Company force began work on the erection of a derrick platform and field office at the northeast corner of 38th street and Seventh avenue. Excavation was started immediately for a shaft at this point, and for a foundation for the derrick platform and field offices.

Additional shafts were sunk at various times during the year, and the work is now being carried on from shafts on Seventh avenue at the northwest and southeast corners of 41st street, the southwest corner of 39th street, the northeast corner of 38th street,

on the east side of Seventh avenue between 35th and 36th streets, and at the southeast corner of 33d street.

Each shaft is equipped with a hoisting plant consisting of a stiff-leg derrick operated by electrically driven hoists.

The method of excavating earth and rock on this section is similar to that described for Section No. 5. Excavation in both earth and rock has been pushed vigorously, and in several of the cuts has been carried to the subgrade of the structure.

As a safeguard against accidents due to breaks in live gas mains which might be caused by blasting, etc., in proximity to such mains, it was decided to carry the gas in all mains within the confines of the excavation through by-passing pipes carried either up on the street surface or upon wooden trestles built for the purpose.

The trestles were resorted to in all cases where the by-pass pipes if carried upon the street surface would have furnished a serious impediment to street traffic. To avoid interference with street traffic by-pass pipes were placed on trestles from the south end of the section on the west side of Seventh avenue to 31st street, and from 32d to 34th street on the east side of Seventh avenue.

In the case of gas mains running along Seventh avenue, the wooden trestles furnished a simple and adequate means of carrying the pipes which could not be carried upon the street surface, but in the cases of pipes crossing Seventh avenue, the closely spaced bents of the wooden trestles interfered with traffic to such an extent as to make their use impossible. The problem was solved by supporting the mains on wooden cradles suspended from wire cables. The cables used were strung from wooden towers built on opposite sides of the avenue, and their ends were anchored to steel beams imbedded in concrete. Gas mains have been carried across the avenue by this method of support at the south side of 34th street, the south side of 36th street and the north side of 42d street.

The span at 42d street is a particularly long one, namely 115 feet, and the mains are supported on cables one and one-quarter inches in diameter.

Underpinning of buildings on this section has been carried on where, as in a number of instances, the mobility of the material underlying the foundations of buildings, or the proximity of such



SEVENTH AVENUE SUBWAY. CONTRACTOR'S PLANT, TIMES SQUARE



SEVENTH AVENUE SUBWAY. EXCAVATION OVER ROOF OF EXISTING SUBWAY, SEVENTH AVENUE AND 43D STREET

buildings to the subway excavation, made it necessary to take steps to procure their stability. In most cases where the foundations of buildings have been thus secured it has been done by the following method: The walls or piers of the buildings were caught up on needle beams, and a pit sunk to rock or below until a sound bearing is found at or below the subgrade of the subway. Concrete piers are built up from the bottoms of the pits to within a few feet of the foundation walls. A grillage of beams is then placed on top of each pier and wedges driven until the beams are brought to bearing under the wall of the building.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	43
Concrete	4
Steel delivered	28
Steel erected	3
Underpinning buildings	31

About 26 per cent of the total estimated value of the work is completed.

Routes Nos. 4 and 38, Section No. 6-A.—Work on this section was started on August 12, 1914, by the erection of contractor's yard in Times square, between 43d and 44th streets. A certain special method of excavation has been made necessary on account of the physical connection required between the north end of this section and the existing subway at Times square. As the existing subway structure is only about 3 feet below the street surface, the contractor, to get working room, decked over the excavation approximately 2 feet above the present street surface, raising the surface railroad accordingly, thereby allowing the work to be carried on under the decking. This work was done by closing Seventh avenue to vehicular traffic between the limits of the section, diverting the same to Broadway but keeping the intersecting streets, 43d and 44th streets, open. The roadway and sidewalk decking was built in position and the surface railroad was then raised at one operation.

Breaking out the old roof of the existing subway to install new roof beams and not delay traffic has presented an unusual problem. The procedure to be used by the contractor is as follows:

The wall of the subway will be cut away and a metal shield will be pushed through under the bay formed by the present roof beams. Holes will be drilled through the roof concrete on the inside of the roof beams; through these holes bolts will be passed, and as the shield is pushed forward these bolts will slip between iron angles thereby supporting the shield. After a shield is in position between two roof beams, the old concrete will be cut out, the shield preventing material from falling on the tracks of the subway. On the removal of this concrete and the shield, reinforced concrete slabs about 2 inches thick by 2 feet in width and of a length to rest on the flanges of the roof beams will be placed. Then the new roof beams will be placed in position between the old beams and concreted in, the slabs taking the place of a form. About six hundred of these slabs have been made to date. The contractor has installed a compressor plant, blacksmith shop and storehouse in the yard at Times square.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	95
Steel delivered	85
Underpinning buildings	5

About 44 per cent of the total estimated value of the work is completed.

In the following tables are given the work done under the principal items of construction, on each section of the Seventh Avenue Subway, Routes Nos. 4 and 38, and the total value of work estimated on each of these sections, from the beginning of construction to December 31, 1914:

WORK DONE UNDER THE PRINCIPAL ITEMS OF EACH CONTRACT, FROM BEGINNING OF CONSTRUCTION TO
DECEMBER 31, 1914

	Unit	Sec. 1-A	Sec. 1	Sec. 2	Sec. 3	Sec. 4	Sec. 5	Sec. 6	Sec. 6-A	Total
<i>Subway Construction</i>										
Earth excavation above M. H. W.	Cubic yds.	2,012	3,242	40,523	95,728	104,542	84,502	57,428	4,255	392,232
Earth excavation below M. H. W.	Cubic yds.	3,629	180	5,786	67,940	4,464	24,362	59,449	4,806	81,899
Rock excavation	Cubic yds.	48	5,604	.....	133	.....	.....	.....	.....	94,407
Underpinning buildings less than 7 stories	Lin. front ft.	.....	300	417	385	610	703	151	.....	2,566
Underpinning buildings 7 to 12 stories	Lin. front ft.	.....	71	.....	.....	.....	40	.....	.....	111
Concrete	Cubic yds.	277	.....	16	7,679	1,182	670	1,287	.....	11,111
Waterproofing	Square yds.	.....	.....	.....	11,423	2,592	1,348	.....	.....	15,361
Brick in asphalt mastic	Cubic yds.	.....	.....	.....	1,666	380	173	.....	.....	2,219
Steel delivered	Tons	.....	320	1,166	4,490	734	1,133	1,313	573	9,729
Steel erected	Tons	.....	.....	.....	1,120	173	.....	149	.....	1,442
<i>Sewer Construction</i>										
Earth excavation	Cubic yds.	.....	640	1,500	5,300	2,000	30,000	2,000	200	41,640
Rock excavation	Cubic yds.	.....	.....	.....	.....	.....	8,400	.....	.....	8,400
Concrete	Cubic yds.	.....	30	.....	.....	.....	256	.....	.....	286
Sewers constructed, all sizes	Lin. ft.	.....	348	.....	.....	.....	3,699	.....	.....	4,047

TOTAL VALUE OF WORK ESTIMATED ON EACH CONTRACT, FROM BEGINNING OF CONSTRUCTION TO DECEMBER 31, 1914

SECTION	Subway construction	Sewer construction	Total
1-A.....	\$49,797 00	.....	\$49,797 00
1.....	109,465 00	\$8,555 00	118,020 00
2.....	347,953 00	7,500 00	355,453 00
3.....	895,995 75	11,925 00	907,920 75
4.....	384,319 10	5,000 00	389,319 10
5.....	566,260 77	300,000 00	866,260 77
6.....	599,074 75	6,000 00	605,074 75
6-A.....	183,186 06	2,600 00	185,786 06
	\$3,116,051 43	\$339,580 00	\$3,455,631 43

Sewer Work:— *Routes Nos. 4 and 38, Section No. 1-A.*—The only sewer work on this section will consist in rebuilding the Park drains over and adjacent to the subway structure.

Routes Nos. 4 and 38, Section No. 1.—Sewer construction was begun on July 31, 1914. Three hundred forty-eight feet were built to December 31st, comprising 7 per cent of the total on this contract.

The construction of the off-line sewer in Battery place, from Greenwich street west to the river, is progressing as rapidly as conditions permit. This sewer is a tidal sewer and takes the flow of the system on the east side of Greenwich street, extending north to Dey street.

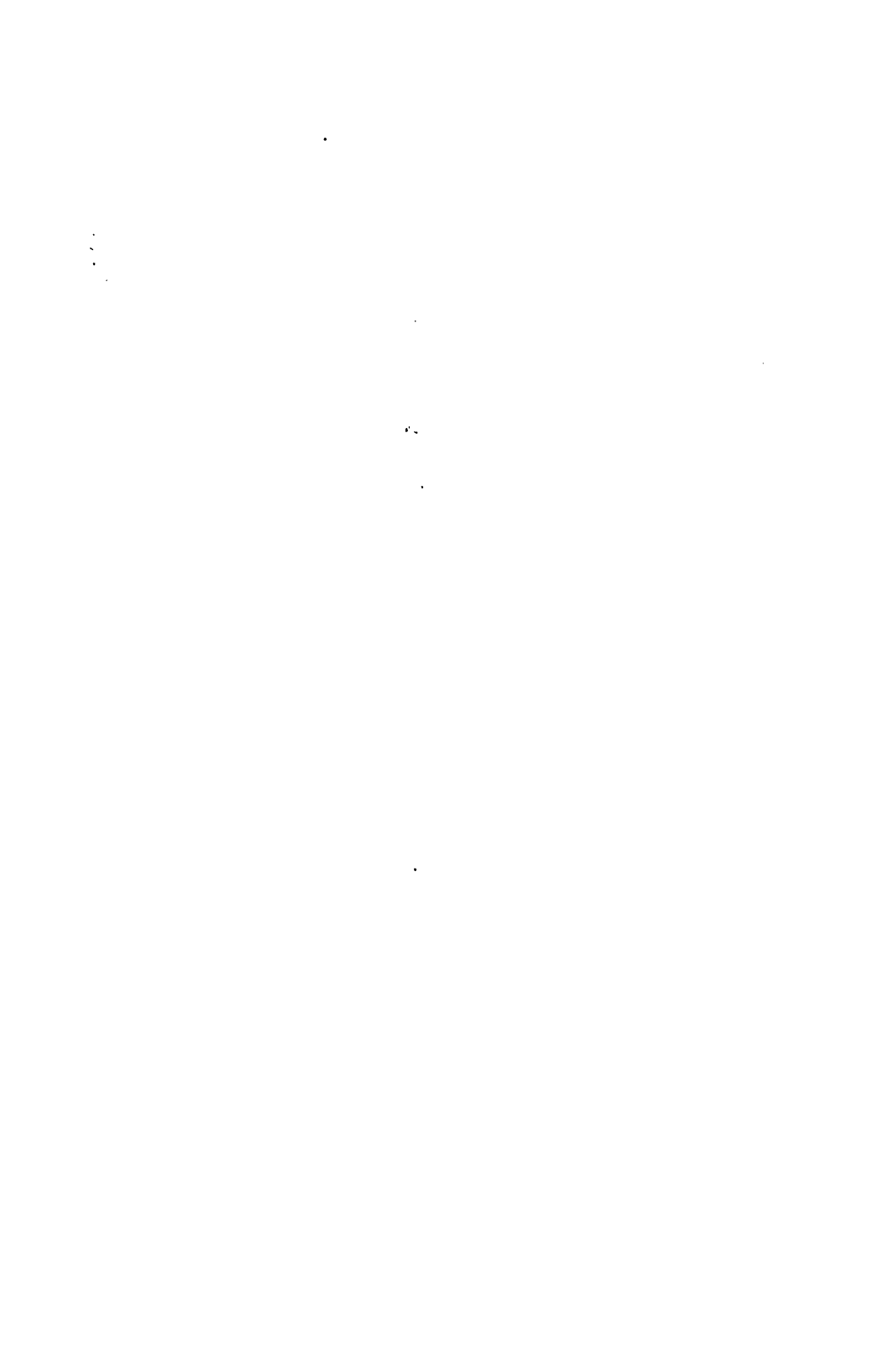
At West street a storm water overflow is provided into a 3-foot circular storm sewer which will be carried through timbering under an old dock to the present bulkhead. It will be built on a concrete cradle carried to rip-rap slope which passes for some distance under mean high water. Three cast-iron pipe overflows over the subway roof have been provided, to return as near as possible into the existing sewer system, the flow cut off by the new sewers on the east side of Greenwich street.

Routes 4 and 38, Section No. 2.—Five thousand eight feet of sewer construction are involved in this contract.

By a slight modification in contract plans, the present flow in the Barclay Street sewer will be carried south on West Broadway through a 4'0" x 2'9" sewer to a 1'10" x 7'4" rectangular storm overflow crossing over roof between Vesey and Barclay streets, and thence north again to Barclay street on the west side of the



SEVENTH AVENUE SUBWAY. ROCK CUT FOR OFF-LINE SEWER ON WEST 30TH STREET BETWEEN
EIGHTH AND NINTH AVENUES



subway. This will turn back into the present sewer the main floor cut off by the subway. The dry weather flow will be taken south to Vesey street through a 15" sewer.

Routes Nos. 4 and 38, Section No. 3.—Seven thousand six hundred forty-five feet of sewer are to be built on this contract. Excavation for sewers has been progressing with the subway excavation.

The present sewer crossing at Canal and Varick streets will be replaced by a 6' x 10' rectangular beam roof section passing diagonally over the roof of the Canal Street station.

Routes Nos. 4 and 38, Section No. 4.—On this contract 4,927 feet of sewers are to built, work on which has not yet begun.

Routes Nos. 4 and 38, Section No. 5.—Three thousand six hundred ninety-nine feet of sewers were built to December 31, 1914, comprising 54 per cent of the total on this contract. Three thousand two hundred eighty-six feet of this total represents portion of off-line sewer already completed. This sewer was built of concrete with Blaw Forms, the work being done in open cut except at Ninth and Tenth avenues. Across Ninth avenue the two elevated railroad columns over sewer were supported on "A" frames as a precaution against settlement and accident, and the sewer built in rock tunnel.

Across Tenth avenue under the New York Central Railroad tracks, the 7'3" x 10'6" rectangular sewer was built in earth tunnel by the Poling Board method. At Eleventh and Twelfth avenues, the storm overflow chambers divert the main flow to the storm sewer discharging at the bulkhead, the dry weather flow being confined to the new 4-inch circular wooden barrel sewer carried under the pier 700 feet to the pierhead line.

At the request of the Sewer Bureau, the 30th Street sewer between Seventh and Eighth avenues has been increased from a 6'6" circular to a 7'6" x 6'6" rectangular section; and some of the sewers on the east side of Seventh avenue have been increased in grade.

Routes Nos. 4 and 38, Section No. 6.—Six thousand one hundred feet of sewer construction are involved in this contract, sewer work having been confined to excavation only.

Under the east platform of the subway station a special concrete sewer, surrounded with waterproofing, will be built of somewhat irregular and varying sections in order to pass over the 9-foot girders in the roof of the Pennsylvania Railroad Tunnel.

At the Metropolitan Opera House on the east side of Seventh avenue between 39th and 40th streets, a 20-inch sewer will be built instead of the 12-inch sewer shown on plans to provide an outlet for future sewers to be built on 40th street in connection with proposed passageway between Section No. 3 of Routes Nos. 4 and 36 and this section.

Routes Nos. 4 and 38, Section No. 6-A.— Sewer excavation on this section has been proceeding with subway excavation. Four hundred fifteen feet of sewer are to be built.

PARK PLACE, WILLIAM AND CLARK STREET LINE, ROUTE NO. 48

Plans:— This is a two-track subway, furnishing an additional connection with Brooklyn for the Interborough Rapid Transit Company. It leaves the Seventh Avenue line near Park place and passes under Park place, the General Post Office, Beekman street, William street and Old Slip, in Manhattan; under the East river to Brooklyn, and thence under Clark and Fulton streets to a connection with the existing subway east of the Borough Hall station near Willoughby street. This line includes Sections Nos. 1, 2 and 3, of Route No. 48, and also part of Section No. 3, of Route No. 33.

Route No. 48, Section No. 1.— Extends from a point 117 feet east of West Broadway, along Park place and Beekman street, to a point 62 feet west of William street. Contract awarded to Frederick L. Cranford, Inc., contractor, and executed December 7, 1914. Contract period, 28 months. Summary of contractor's bid, \$1,571,363.50.

The construction drawings for this section are under way. Much time and study have been given to the design for this section. The underpinning, support, and maintenance of the General Post Office required much attention. The crossings under the new Broadway subway at Broadway, the present subway at Park Row, and under the proposed Nassau Street subway also called for



SEVENTH AVENUE SUBWAY. METHOD OF TIMBERING TRENCH FOR OFF-LINE SEWER ALONG WEST 30TH STREET BETWEEN TENTH AND ELEVENTH AVENUES

special attention. A large part of this section is very deep and a special tunnel section has been designed for it.

Route No. 48, Section No. 2.— Extends from a point in Beekman street, 62 feet west of William street, under private property, thence along William street to Pearl street. Contract awarded to Smith, Hauser & MacIsaac, Inc., contractor, and executed December 7, 1914. Contract period, 28 months. Summary of contractor's bid, \$2,254,670.

Construction drawings for this section are under way. On account of the narrow width of William street, the design of this section was materially affected by the necessity to provide for the numerous pipes and sewers in the street. Some elevated railroad columns will have to be carried on the roof of the subway at Pearl, Beekman and William streets. The part of structure under private property has been designed to support 20-story buildings.

Route No. 48, Section No. 3.— Extends under Old Slip in Manhattan, the East river, Clark and Fulton streets to Liberty square in Brooklyn. The contractors for this section are Booth and Flinn, Ltd., and O'Rourke Engineering Construction Company, assigned to Flinn-O'Rourke Company, Inc. Contract executed August 6, 1914. Period of contract, 42 months. Summary of contractor's bid, \$6,469,915.25. The contractor for this section is also the contractor for the East River crossing known as Route No. 33, Section No. 2, or the Whitehall-Montague Street crossing.

The typical section for this contract consists of two single-track, cast-iron tubes, 17½ feet external diameter. Special features of design are the permanent shafts, one at Front street and Old Slip in Manhattan, and the other at Furman and Clark streets in Brooklyn; also a deep station on Clark street at Henry street, which consists of an island platform between the two tubes with elevator connections to the street. The pump and sump chamber connecting the two tubes will be connected at the low point under the river and also a feeder chamber between the New York bulkhead and pierhead lines.

Shop drawings for the permanent shafts were prepared from the contract drawings which had been made with sufficient detail to be used as working drawings. Shop drawings have been checked and the fabrication of steel for the shafts is now under way.

Some material has been delivered at the site. Alignment and working drawings are now being prepared for the sump and pump chamber at Henry Street station and special work in connection with the cast-iron tubes.

Construction:—*Route No. 48, Section No. 1.*—Work on this section has not yet started.

Route No. 48, Section No. 2.—Work on this section has not yet started.

Route No. 48, Section No. 3.—Work on this section was formally begun on October 13, 1914. The erection of the air compressing plants on each side of the river, as stated under Route No. 33, Section No. 2, is in progress, and a shaft is being sunk through the sand and gravel at the foot of Clark street, Brooklyn. Headings will be driven east and west from this shaft. No tunnel progress to date.

Sewer Work:—*Route No. 48, Section No. 1.*—When sewer work proceeds on this contract, there will be 1,418 feet of sewer to be constructed.

Route No. 48, Section No. 2.—Four thousand three hundred twenty-four feet of new sewers are to be constructed. Of this total 646 feet represent the off-line sewer to be built in John street from William to Pearl street.

Route No. 48, Section No. 3.—Sewer construction not yet started. On this contract 256 linear feet of sewers are involved.

EASTERN PARKWAY, LIVONIA AVENUE AND NOSTRAND AVENUE
ROUTES, NOS. 12, 31 AND 29, RESPECTIVELY

BROOKLYN TRUNK LINE

Plans.—The Brooklyn terminus of the existing subway operated by the Interborough Rapid Transit Company is located at the Long Island Railroad station at Flatbush and Atlantic avenues. By the Dual Subway contract this line is extended by a subway known as Route No. 12, or Eastern Parkway route, under Flatbush avenue and Eastern parkway to a point near Buffalo avenue, where it changes to an elevated line known as Route No. 31, or Livonia Avenue line, which extends over East 98th street and Livonia avenue to New Lots road. A branch subway line, known

as Route No. 29, or Nostrand Avenue route, extends under Nostrand avenue to Flatbush avenue. The New York Municipal Railway Corporation will have a two-track connecting line which extends from the Fourth Avenue subway under St. Felix street and the Long Island Railroad station to Flatbush avenue, thence along Flatbush avenue to about Malbone street where a connection is to be made with the Brighton Beach line. These tracks in Flatbush avenue to Prospect Park plaza are being built with the tracks for the Interborough company.

Route No. 12 is divided into 6 sections, namely, 1, 1-A, 1-B, 2, 2-A and 3. Sections Nos. 1, 1-A and 2 have Interborough and New York Municipal tracks. Sections Nos. 2 and 3 are exclusively for the Interborough company. Section No. 1-B is that part of the New York Municipal connection which is to be built under the Long Island Railroad station at Atlantic avenue. Section No. 2-A is exclusively for the New York Municipal Railway Corporation.

Eastern Parkway Subway (Route No. 12):—A two-track branch of this route to be operated by the New York Municipal Railway Corporation begins at the Fourth Avenue subway, at a point in Fulton street near St. Felix street, runs under St. Felix street and under the Long Island Company's station to a point in Flatbush avenue, where connection is made with a four-track extension of the existing subway; beginning at Atlantic avenue, the six tracks then continue under Flatbush avenue to a point in Prospect Park plaza, where the two New York Municipal Railway Corporation's tracks continue down Flatbush avenue to form a connection with the Brighton Beach Railroad at Malbone street, the four Interborough tracks diverging easterly and continuing under Eastern parkway to Buffalo avenue.

Route No. 12, Section No. 1.—That portion of Section No. 1, to be operated by the New York Municipal Railway Corporation, begins at a point under Fulton street and extends under St. Felix street and the Long Island Railroad Company's station to a point in Flatbush avenue and continues thence southeasterly to a point about 274 feet south of St. Mark's avenue, but does not include that portion of the line about 688 feet long, which is known as Section No. 1-B, extending from the north building line of Hanson place,

under Hanson place, the Long Island Railroad Company's station and Atlantic avenue to a point in private property south of Atlantic avenue. The four-track Interborough portion of the section begins at the end of the existing subway and extends under Flatbush avenue to a point where a junction is made with the New York Municipal Railway Corporation's branch, and continues thence to a point about 274 feet south of St. Mark's avenue.

The contractor for this section is The Cranford Company. The contract was executed on July 16, 1914. Contract period, 30 months. Summary of contractor's bid, \$2,195,296.25.

Working drawings are under way and shop drawings have been received for part of the work.

Route No. 12, Section No. 1-A.— Extending from a point about 274 feet south of St. Mark's avenue, under Flatbush avenue, to a point about the center of Prospect Park plaza.

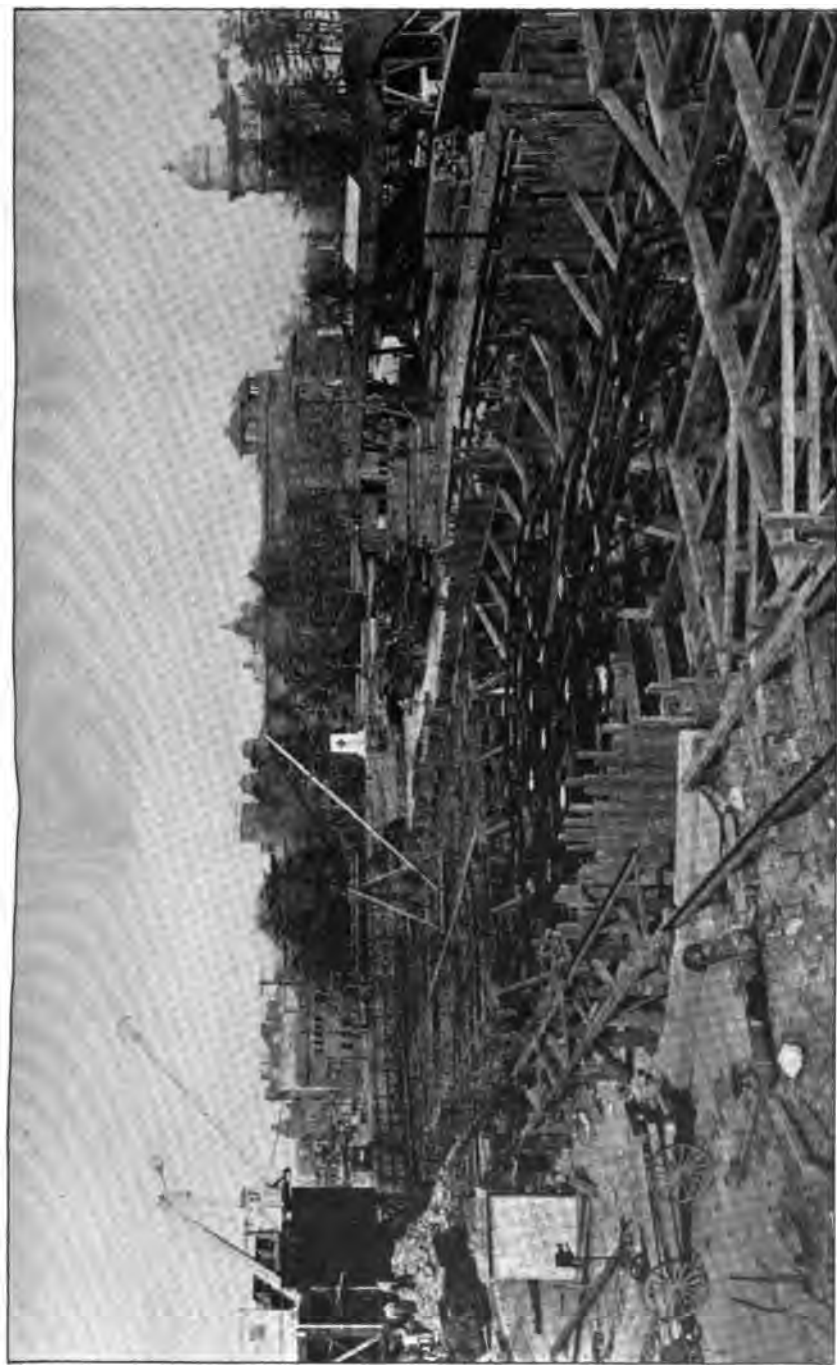
The contractor for this section is The Cranford Company. The contract was executed on May 4, 1914. Contract period, 30 months. Summary of bid, \$2,225,519.25.

Working drawings have been issued for the major part of this section and shop drawings are being checked.

The alignment of the Interborough tracks at the plaza was changed from that shown on the contract drawings to avoid taking property at the corner of Plaza street and Eastern parkway.

Route No. 12, Section No. 2.— Extending from a point near the center of Prospect Park plaza easterly along Eastern parkway to a point about 635 feet east of the center line of Nostrand avenue.

The contract drawings for this section, which were completed last July, called for a double-deck structure from the end of Section No. 1-A at the plaza to the west approach of the Franklin Avenue station, where the four tracks were brought to the same level; and to the east of Franklin Avenue station the tracks continued at the same level as far as Troy avenue, with the exception of the turnout tracks to Nostrand avenue. At this time there was considerable discussion concerning the possibility of preserving the trees on Eastern parkway along the line of the subway. With four tracks on one level, the structure would be of such width as to endanger the trees, and it was considered doubtful whether the trees could be saved under such conditions. After conferences with



EASTERN PARKWAY LINE. TRENCH BRACING, CONTRACTOR'S PLANT, ETC., PROSPECT PARK PLAZA

the Commissioner of Parks of the Borough of Brooklyn, it was decided to reduce the width of the subway by substituting a double-deck structure east of Franklin Avenue station to the end of Section No. 3 at Buffalo avenue. In order to avoid more than two levels at the turnouts to Nostrand and Utica avenues, the east-bound tracks, local and express, will be on the upper level, and the west-bound tracks, local and express, will be on the lower level, for that portion of the line east of the Franklin Avenue station. It is to be noted that this arrangement of tracks will best care for the traffic; as the prevailing east-bound traffic will be exit traffic coming from New York, and the prevailing west-bound traffic will be entrance traffic to New York. This makes a shorter climb and a longer descent respectively for the prevailing traffic. New contract drawings covering these changes have been completed and the contract is now ready for advertising.

Route No. 12, Section No. 3.—A four-track double-deck structure extending under Eastern parkway from a point about 600 feet east of Nostrand avenue to a point near Buffalo avenue, thence diagonally under private property towards East 98th street to a point near President street, where it ascends to a three-track elevated structure for the Livonia Avenue line. A connection is provided for a two-track subway at Utica avenue, and for a three-track subway along Eastern parkway beyond Buffalo avenue. This line was originally intended to be a four-track, one-level structure, but was later changed to the two-level type of structure to save the trees along the parkway. Extensive studies were made to provide for the deflections of the several lines at Utica avenue and Buffalo avenue without grade crossings, and also to provide for the returning of trains to New York from Utica Avenue station by taking the trains down from the upper to the lower level with the least interference to traffic. The contract drawings for this line are under way and it is expected that they will be completed early in 1915.

Route No. 31.—This is a three-track elevated extension of the Eastern Parkway route and begins at a point on private property east of Buffalo avenue, and extends over East 98th street and Livonia avenue to New Lots avenue in the Borough of Brooklyn.

Contract drawings and specifications are being prepared and will be completed in the near future.

Route No. 29.— This is a two-track subway branch of the Eastern Parkway route. It extends under Nostrand avenue from Eastern parkway to Flatbush avenue, a distance of 2.6 miles. The turnout from Eastern parkway passes under private property. Contract drawings and specifications for this route are under way and will be completed early in 1915.

Construction:— *Route No. 12, Section No. 1.*— Work on this section, started on August 17, 1914, has consisted of excavation beneath the decking in Flatbush avenue, underpinning of buildings, etc.

About 5 per cent of the total estimated value of the work is completed.

Route No. 12, Section No. 1-A.— The work, which started on this section on July 8, 1914, has consisted of excavation in open cut in the plaza, and beneath the decking in Flatbush avenue near Seventh avenue. Considerable work has been done in underpinning and securing buildings near Seventh avenue.

About 10 per cent of the total estimated value of the work is completed.

Route No. 12, Section No. 2.— This is a four-track line, and extends along Eastern parkway from the southerly end of Prospect Park plaza to about 600 feet east of Nostrand avenue. A turnout is provided on this section for a connection with the Nostrand Avenue line. Surveys and plans have been completed and the section is about to be advertised.

Route No. 12, Section No. 3.— This is a four-track line, extending under Eastern parkway from a point about 600 feet east of the center line of Nostrand avenue to Buffalo avenue. Surveys and plans have been completed and the section will soon be advertised.

Route No. 31.— A three-track elevated extension through East 98th street and Livonia avenue from Buffalo avenue to New Lots avenue. Surveys have been made and plans are under way.

Route No. 29.— A two-track subway extending along Nostrand avenue from Eastern parkway to Flatbush avenue. Surveys have been made and plans are under way.

Sewer Work:—*Route No. 12, Section No. 1.*—Total estimated linear feet of sewers to be built on this section are 6,667 feet, involving a complicated sewer arrangement on Flatbush avenue, from Dean street to Sixth avenue. On account of lack of sufficient clearance outside of the station at this location, the main sewer on the north side near Sixth avenue will be lowered to cross underneath the subway, by means of a 36-inch cast-iron pipe, and combined with the main sewer on the south side into a deep 6' 3" circular trunk sewer below the level of the Interborough tracks, and extended to a new 6' 6" sewer to be built off the line of the subway along Dean street to Fifth avenue.

Between Dean street and Bergen street on the north side of Flatbush avenue, a deep 36-inch cast-iron pipe below the platform will be provided for the combined flow which will be connected with the 6' 3" sewer on the south side by a 3' 0" x 4' 9" rectangular crossing carried between the Interborough and the New York Municipal tracks.

As no connections from the abutting buildings are to be made into these two deep sewers, high level sewers, 8" to 12" in diameter, will be provided for this purpose. Thus are combined at the Bergen Street station many unusual features for storm and sanitary drainage, as follows: one cast-iron pipe sewer crossing passing underneath six tracks; a rectangular masonry sewer crossing between two levels of subway; two large sewers extending for the entire length of the station below the level of platform and track floor, and four lines of sewers, two on each side of the subway, to replace an existing single line along the center of the street.

Route No. 12, Section No. 1-A.—Work on sewers has been confined to excavation. On this contract 3,972 feet of sewers are to be built.

Route No. 12, Section No. 2.—Sewer contract drawings have been completed on this section which will involve the construction of 710 feet of sewers.

Route No. 12, Section No. 3.—Sewer contract drawings have been prepared for this section. The new sewers involved will be 2,230 feet. An off-line sewer 650 feet long will be built on Brooklyn avenue, north of Eastern parkway.

Route No. 29.— Sewer contract drawings are practically complete on this route. As reported last year, there will be about 25,000 feet of sewer construction, including five inverted sewer siphons at the intersections of Nostrand avenue with Martense street, Beverly road, Clarendon road, Foster avenue and Farragut road. Provision will also be made at Flatbush and Nostrand avenues for a future inverted siphon of gigantic dimensions to be completed by the Brooklyn Sewer Bureau. This will consist of two 9' 9" circular reinforced concrete pipes under the subway structure.

STEINWAY TUNNEL LINE, ROUTES NOS. 26, 35, 50, 36 AND 37

Plans:— This route consists of a two-track subway from Times square, Manhattan, extending under 42d street and the East river to 4th street in Queens, emerging as an elevated line along the North Shore yard of the Long Island Railroad, thence extending as a two-track elevated structure over Davis street and Ely avenue to the Queensboro Bridge plaza, where a junction is made between these tracks and two tracks each from the Second Avenue "L" in Manhattan and the Broadway-Fifty-ninth Street subway, respectively. The line thence extends as an eight-track elevated structure along the Queens plaza of the Queensboro bridge. At the easterly end of the plaza the structure divides into two branches, one extending as a three-track elevated line to Astoria over Jackson avenue and Second avenue to Ditmars avenue; the other extending as a three-track elevated line over the Diagonal Street viaduct across the Sunnyside yard along the Queens boulevard, Greenpoint avenue and Roosevelt avenue to Alburtis avenue in Corona. The original Steinway Tunnel extends from about Park avenue in Manhattan to about Van Alst avenue in Queens, and is known as Route No. 26. The extension from Park avenue to Times square is called Route No. 35, that from Van Alst avenue to Queensboro Bridge plaza is Route No. 50. The lines to Astoria and Corona are parts of Routes Nos. 36 and 37, and are divided into Sections Nos. 1, 2 and 3.

Trackage rights are reserved for the New York Municipal Railway Corporation over the Astoria and Corona lines, the com-

panies operating on separate tracks through the Queensboro Bridge plaza and over the same tracks on the two branches from the easterly end of the Queensboro Bridge plaza. The New York Municipal Railway Corporation proposes to operate cars 10 feet wide, and the Interborough Rapid Transit Company cars 9 feet wide. Some special device or arrangement will be necessary in order that trains from both companies can be served by the same platforms. The matter has been studied by the Commission engineers and by the engineers of the operating companies, but no plan has yet been adopted.

Route No. 26, Steinway Tunnel for Temporary Operation.—

The Steinway Tunnel was completed some years ago, but was not put into operation because the company had failed to comply with the franchise requirements. It was included in the Dual Subway System, and in order to utilize it at the earliest possible moment, changes were contracted for to permit early operation with subway cars. This contract was let to the Rapid Transit Subway Construction Company. The contract was executed April 13, 1914. Contract period, 9 months. Summary of contractor's bid, \$383,910.75. The construction drawings for this section are complete.

Route No. 26, Steinway Tunnel for Permanent Operation.—

Studies for contract drawings for this work are under way. This includes the lengthening of the Jackson Avenue station and the building of a ventilating shaft and fire entrance on 42d street near the East river.

*Route No. 35.—*This is an extension of the Steinway Tunnel under 42d street from Park avenue to Times square. The work on this contract cannot be completed until some time after the completion of the east and west tunnel lines in Manhattan as it is proposed to occupy part of the existing subway in 42d street for this line. Studies for contract drawings are now under way.

*Route No. 50.—*A two-track line running from a point on 6th street, Long Island City, about 160 feet west of Van der Wyck street, within the loop at the former terminus of the Steinway Tunnel, thence running under private property of Hunters Point power and ascending to an elevated line in the Long Island City area.

yard, and extending by way of Davis street and Ely avenue to Queensboro Bridge plaza. The contract was awarded to the Degnon Contracting Company and was executed on December 31, 1913. Contract period, 18 months. Summary of contractor's bid, \$557,856.50.

For the portion under private property west of Van Alst avenue, provisions were made to support a 12-story and mezzanine office building with the position of columns fixed, while for the portion east of Van Alst avenue provisions were made to support a 6-story and mezzanine light manufacturing building, with the positions of columns fixed. A side platform station was provided under the private property. In order to allow for the proper architectural treatment of the interior of this station and on account of the limited clearance between the ceiling line of the structure and the floor of the proposed buildings, the design of the steel for the roof of this portion of the structure was rather complicated. On account of the poor soil the portion of the structure under private property was designed to rest on piles. After excavating to subgrade, conditions were encountered which made it impractical to drive piles, and a design calling for concrete piers carried to rock was substituted.

Working drawings for the subway portion are completed and shop drawings checked. For the elevated portion the working drawings are completed, and about 70 per cent of the shop drawings are checked.

Between the end of Route No. 26 and the beginning of Route No. 50, there is a stretch of approximately 90 feet. It was originally intended to include this stretch with the work to be done on the Steinway Tunnel under the contract for permanent operation. On account of delay in turning out this contract, it was decided to include it in the contract for Route No. 50. Working drawings for this stretch are completed and the shop drawings checked.

Routes Nos. 36 and 37, Section No. 1.— This section includes an eight-track structure on the Queensboro Bridge plaza, with two additional tracks east of the Plaza station to be constructed as far as the south side of the plaza at Jackson avenue. These tracks

will connect in the future with the Brooklyn crosstown line on Jackson avenue. The route divides at the easterly end of the plaza, and extends as a three-track elevated structure along Jackson avenue and Second avenue to Beebe avenue, and also over Diagonal street as a three-track elevated line to a point near Van Dam street.

The contract for this section was executed October 7, 1913. The Snare & Triest Company, contractor. The summary of contractor's bid, \$884,859. Contract period, 24 months. During the current year working drawings have been completed except for the portion over the Sunnyside yard on Diagonal street, and shop drawings have been approved for about 80 per cent of the remainder of the section.

Negotiations with the Pennsylvania and Long Island Railroad companies for an easement for column foundations in Sunnyside yard have been under way for several months. A tentative agreement has already been made and probably will be signed in the near future. Plans are being prepared on the basis of this tentative arrangement.

An ornamental concrete covered station with eight tracks on two levels is planned on the plaza.

Routes Nos. 36 and 37, Section No. 2.— This section consists of a three-track elevated structure on Second avenue from Beebe avenue to Ditmars avenue. The contract, working and shop drawings were completed on this section in 1913. Contractor, Cooper and Evans Company. Summary of contractor's bid, \$860,743.50.

Routes Nos. 36 and 37, Section No. 3.— This section extends as a three-track elevated line from Van Dam street, over Diagonal street, Queens boulevard, Greenpoint avenue and Roosevelt avenue to Alburdis avenue. The contract for this section was executed March 11, 1913. E. E. Smith Contracting Company, contractor. Contract period, 18 months. This has been extended six months. Summary of contractor's bid, \$2,063,588.

This section passes over the Queens boulevard from Van Dam street to Greenpoint avenue, a distance of about 4,300 feet. The boulevard is part of the system of parkways extending through

the Borough of Queens to the city line, Thompson avenue being widened from 100 feet to 200 feet to form this part of the boulevard. Over this parkway an ornamental structure in keeping with the general plan of the boulevard, is being constructed. It consists of a reinforced concrete arch structure supported on 5' x 8' columns to allow the trolley tracks of the New York and Queens County Trolley Company to run beneath the viaduct. The arches are supported between the columns by transverse steel girders buried in concrete.

The thrust of the arch at each end of the concrete viaduct is resisted by a reinforced concrete abutment consisting of three piers to allow the trolleys to pass through. These piers rest on and are anchored to a massive reinforced concrete base about 60 feet wide by about 72 feet long, the thickness varying from 4 feet to 10 feet.

There are three stations on the boulevard, two of which are end-loading with two mezzanines each; the third is center loading with one mezzanine. The concrete arch construction is interrupted at each mezzanine because there is insufficient room beneath the arch in which to construct the mezzanine and allow proper clearance over the street. The track floor at the mezzanine is supported by heavy longitudinal girders resting on the transverse girders. The thrust of the arch is carried across the mezzanine span partly through steel struts in the mezzanine floor into which it is transferred by means of a vertical grillage of I beams.

The station platforms overhang the main structure of the viaduct, and are carried by longitudinal girders at the outside edge of the platform which also support the platform canopy. The longitudinal girders are supported by brackets attached to the cross girders. The mezzanine and platform girders are encased in concrete so that a uniform concrete face is exposed.

The concrete face is relieved by sunken panels and a band of colored tile near the top of the viaduct with a panel of colored tile over each column. The sunken panels are rough pointed with pneumatic hammer. Corners of the structure are finished with a 5" hand-out draft.

Construction:—*Route No. 26, Steinway Tunnel for Temporary Operation.*—The contract provides for the partial reconstruction of the existing Steinway Tunnel and the performance of all work necessary to have the railroad ready for temporary operation. This work, in detail, is as follows:

On March 15, 1914, the Rapid Transit Subway Construction Company started work on the overhauling and repairing of the plant, which had been installed on Man-of-War Reef in connection with the original construction work, and upon the installation of a new compressor capable of maintaining a pressure of 80 to 100 pounds. Considerable preparatory work was done between March 15, 1914, and April 14, 1914, the date on which the contract was delivered.

At Grand Central station, the work of partly reconstructing and resurfacing the reinforced concrete stairway from the station platform level to the mezzanine platform level has been completed. The Otis Elevator Company has completed the work of installing steel for the escalators, and is now at work on the installation of the escalators and the machinery for the operation of same.

The excavation for the foundations for the superstructure, which is to be erected over the entrance to this station, has been completed, but the work of erecting the superstructure has been held up pending the completion of plans for an office building which the Interborough Rapid Transit Company contemplates erecting at this point. If erected, the office building will take the place of the superstructure, as it is being planned to so construct it as to provide adequate entrance and exit facilities through it to the station.

The principal construction work on the station proper consisted of the cutting back of the old concrete platforms in order to provide clearance for the standard subway cars, which are larger than the trolley cars for which the platform was originally designed, the erection of temporary wooden platforms, and the concreting in of the old duct lines in the sidewalk which had to be abandoned. Practically all of this work has been completed.

The finish work of this Grand Central station, incidental to its construction, consisted principally of plastering the walls and

roof arches of the station, the installation of lighting conduits and lights, and the installation of plumbing in toilets, etc. The work of plastering the walls and roof arches was done by the Hydrolithic Waterproofing Company, hydrolithic waterproofing cement having been used. This work has been completed. The work in connection with the installation of lighting conduits and lights has been completed. Practically no plumbing work has been done to date.

The construction work at Jackson Avenue station consisted of cutting back the station platforms to allow sufficient clearance for the standard subway cars which are to be used in operating the railroad. This work has been completed and a temporary wooden platform has been put in place. Stairways have been built from the platforms to the street level. The subcontractor for the plumbing work at this station has installed about 80 per cent of the rough plumbing. The work of installing lights and conduits and the applying of the finish coat of hydrolithic plaster to the walls, etc., of the station is practically completed.

The principal piece of construction work under this contract was in connection with the new crossover to be built between Shaft 2 (located at a point on 42d street about 340 feet east of First avenue, Manhattan) and the East river. To provide for this crossover, a new concrete arch spanning both tracks has been built.

The method employed in the construction of the structure for the crossover was as follows: Cross headings were broken through from one tunnel to the other and the new concrete arches and sidewalks put in place within the limits of the headings. The headings were about 30 feet apart from center to center, and as they were driven for a width of approximately fifteen feet, 15 feet of the old structure remained between headings to support the material overlying the tunnel structure while the new arch was being concreted. After the new arch and sidewall sections in the headings had set, the material between headings was removed and the arches and sidewalls completed. Wooden forms were used in the construction of the sidewalls and roof arches. Upon the completion of the work on the roof arches and sidewalls, the old invert



STEINWAY TUNNEL LINE. STAIRWAY AND ESCALATOR TO STATION, STEINWAY TUNNEL, 42D
STREET BETWEEN LEXINGTON AND THIRD AVENUES



of the tunnel was removed in 20-foot sections and the new invert concreted.

The work on the enlargement of Shaft 4, located at a point on 4th street, Queens, about 280 feet east of the east bank of the East river, has been completed. The steel and concrete lining has been put in place and waterproofed. The work of erecting the superstructure has been 40 per cent completed.

The concreting in of the old tunnel ducts has been completed, and the greater part of the new ducts have been put in place and covered with a protecting armor of concrete. The placing of the new duct banks along the sides of the tunnel made it necessary to heighten the safety niches; all work in this connection has been completed.

Considerable work has been done in connection with the draining and waterproofing of the tunnels. A 6-inch discharge pipe has been laid from the pump chamber located at the lowest point of the tunnel to Shafts 2 and 4, at which points they have been connected with existing sewers.

The laying of ties and the concreting in of the ends of same is in progress at both the Manhattan and Queens ends of the tunnel. The track to be installed is of two types, Type IV, which is to be used practically throughout the tunnels, and Type V, which is to be installed in the stations. The ties for the Type IV track are placed upon a concrete tie bench and, if necessary, brought to a proper grade by shins. After the ties have been brought to grade, their ends are concreted in. The concrete is brought flush with the top of the ties and is placed from the duct bank or sidewall of the tie bench, which is about 12 inches from the end of the ties.

In the Type V track, each running rail is spiked to a separate set of short ties. The ties are to be anchored by bolts, and, for additional security, are to be imbedded in concrete. The work of drilling holes for the anchor bolts for the ties has been practically completed.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	99
Concrete	92
Steel delivered	98
Steel erected	98
Waterproofing	100
Station finish	57
Track work	41

About 79 per cent of the total estimated value of the work is completed.

The following tabulation gives the work done under the principal items of each contract in the construction, for temporary operation, of the Steinway Tunnel, Route No. 26, from the beginning of construction to December 31, 1914, and the total estimated value of work completed during the same period:

Construction

Earth excavation above M. H. W.	117.2	cu. yds.
Earth excavation below M. H. W.	290.2	cu. yds.
Rock excavation	143.1	cu. yds.
Tunnel excavation	6,178.7	cu. yds.
Concrete	6,059.4	cu. yds.
Removal of concrete in floor, benches, etc., of tunnel.....	348.1	cu. yds.
Removal of old masonry.....	2,685.0	cu. yds.
Waterproofing.	8,139.12	sq. yds.
Brick in asphalt mastic.....	93.64	cu. yds.
Tunnel ducts	99,070.11	duct ft.
Steel delivered	427.0	tons
Steel erected	427.0	tons

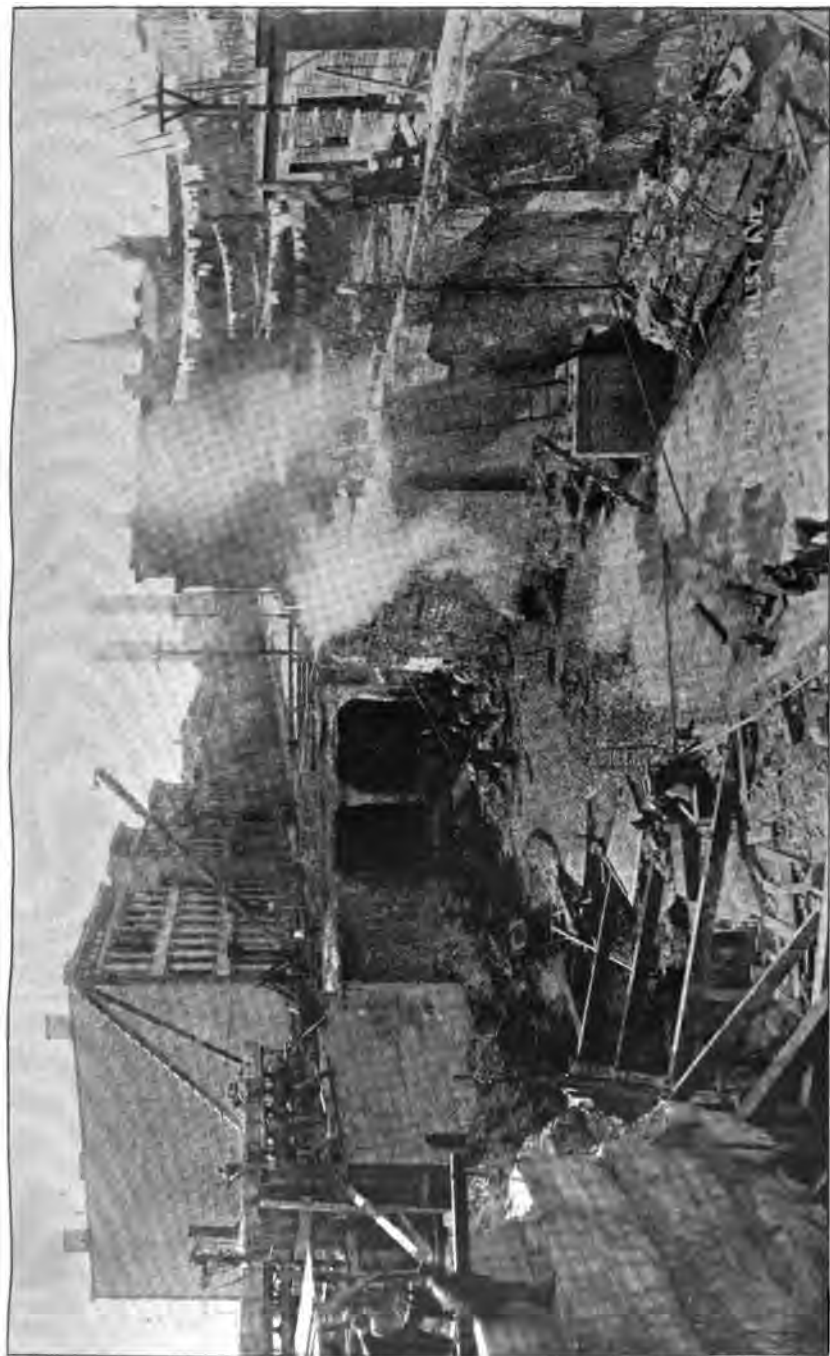
Station Finish

Hydrolithic plastering	14,527.40	sq. yds.
Electric conduits, all sizes.....	3,406.0	lin. ft.
Concrete floor finish.....	2,628.0	sq. ft.

Track Work

Installation of Type IV track.....	5,050.0	lin. ft.
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Total value of work completed, as estimated, \$292,026.23.



STEINWAY TUNNEL LINE. EXCAVATION AND REMOVAL OF A PORTION OF THE MASONRY OF THE STEINWAY TUNNEL, VAN ALST AVENUE, QUEENS

Route No. 35.—No contract has yet been let for this route. A small amount of preliminary work, however, has been done, consisting principally of surveys and the preparation of plans for the information of the Designing Department.

Route No. 50.—The contractor began excavating at Hunter's Point avenue on January 8, 1914, with a small Vulcan revolving steam shovel which was later replaced by a Marion one-yard steam shovel. Excavation for the subway portion is practically complete, and the concreting and waterproofing of the invert are nearly completed. Small sections of sidewall, including protection concrete, brick and mastic waterproofing and reinforced concrete wall, have been built. A number of the roof girders have been placed and a portion of the roof concreted.

On June 26, 1914, excavation was started for elevated column piers on Ely avenue. Excavations, placing of concrete and pile-driving for elevated column footings have been completed on Ely avenue from South Jane street to Jackson avenue, and on Davis street from Jackson avenue to the North Shore yards of the Long Island Railroad Company. The duct line, including manholes, has been built on Ely avenue from South Jane street to a point midway between 13th street and Nott avenue.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	81
Concrete	44
Steel delivered	17
Steel erected	3
Waterproofing	26

About 38 per cent of the total estimated value of the work is completed.

The following tabulation gives the work done, under the principal items, in the construction of Route No. 50 of the Steinway Tunnel line, from the beginning of construction to December 31, 1914, and the total estimated value of work completed during the same period:

Earth excavation, above M. H. W. (subway and open cut).....	21,581 cu. yds.
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Earth excavation, below M. H. W. (subway and open cut)	10,660 cu. yds.
Rock excavation (subway and open cut)	637 cu. yds.
Column excavation (elevated por- tion)	5,613 cu. yds.
Railroad duct excavation (elevated portion)	1,372 cu. yds.
Concrete	5,756 cu. yds.
Timber piles	14,920 lin. ft.
Waterproofing	2,808 sq. yds.
Brick in asphalt mastic	356 cu. yds.
Railroad ducts	48,856 duct ft.
Steel delivered	581.8 tons
Steel erected	11.9 tons

Total value of work completed, as estimated, \$229,635.

Routes Nos. 36 and 37, Section No. 1.—The contractors for this section began delivering plant on February 13, 1914, and started actual construction work on March 16, 1914.

The column foundations in the Queensboro plaza have been completed from the west end of the plaza to Jackson avenue, and those on Jackson avenue have been completed to the point at which Section No. 1 joins Section No. 2, with the exception of the foundations for the columns on the east side of Jackson avenue which are located between Skillman place and a point 100 feet south of Paynter avenue.

The percentages of the principal items of work completed are as follows:

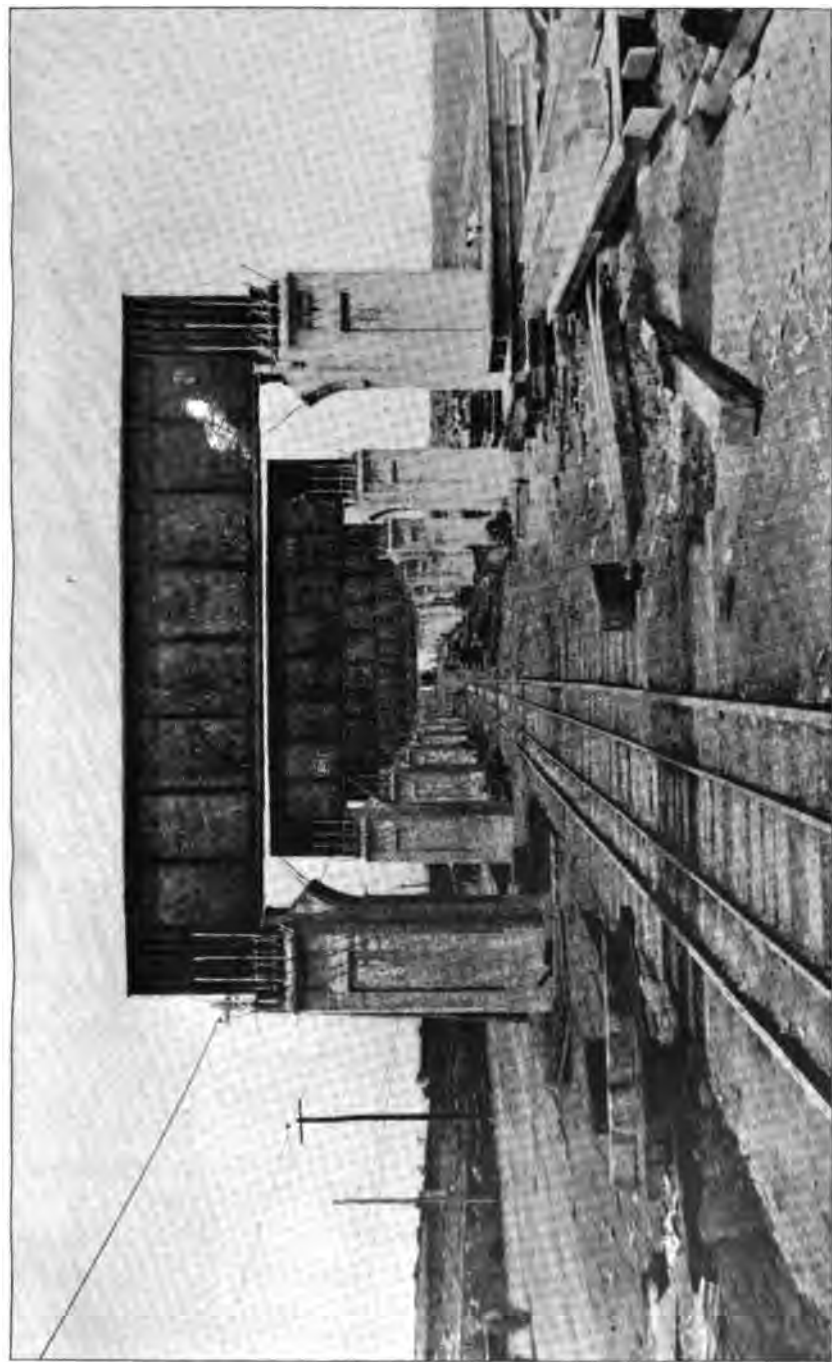
	Per cent
Excavation	65
Concrete	27
Steel delivered	66
Steel erected	8

About 44 per cent of the total estimated value of the work is completed.

Routes Nos. 36 and 37, Section No. 2.—Work on this section was completed on May 20, 1914, about four months inside of contract time.



STEINWAY TUNNEL LINE. TUNNELS IN MASONRY OF QUEENSBORO BRIDGE APPROACH FOR I-BEAM GRILLAGE, WILLIAM AND SOUTH JANE STREETS, QUEENS



STEINWAY TUNNEL LINE. CONCRETE COLUMNS AND STEEL CROSS GIRDERS OF VIADUCT, QUEENS BOULEVARD

Routes Nos. 36 and 37, Section No. 3.—The contractors for this section began the delivery of material and the erection of their plant on April 1, 1913, but actual construction work was not commenced until Monday morning, June 2, 1913, when the excavation for the westerly abutment of the concrete structure in Queens boulevard near Hill street was started.

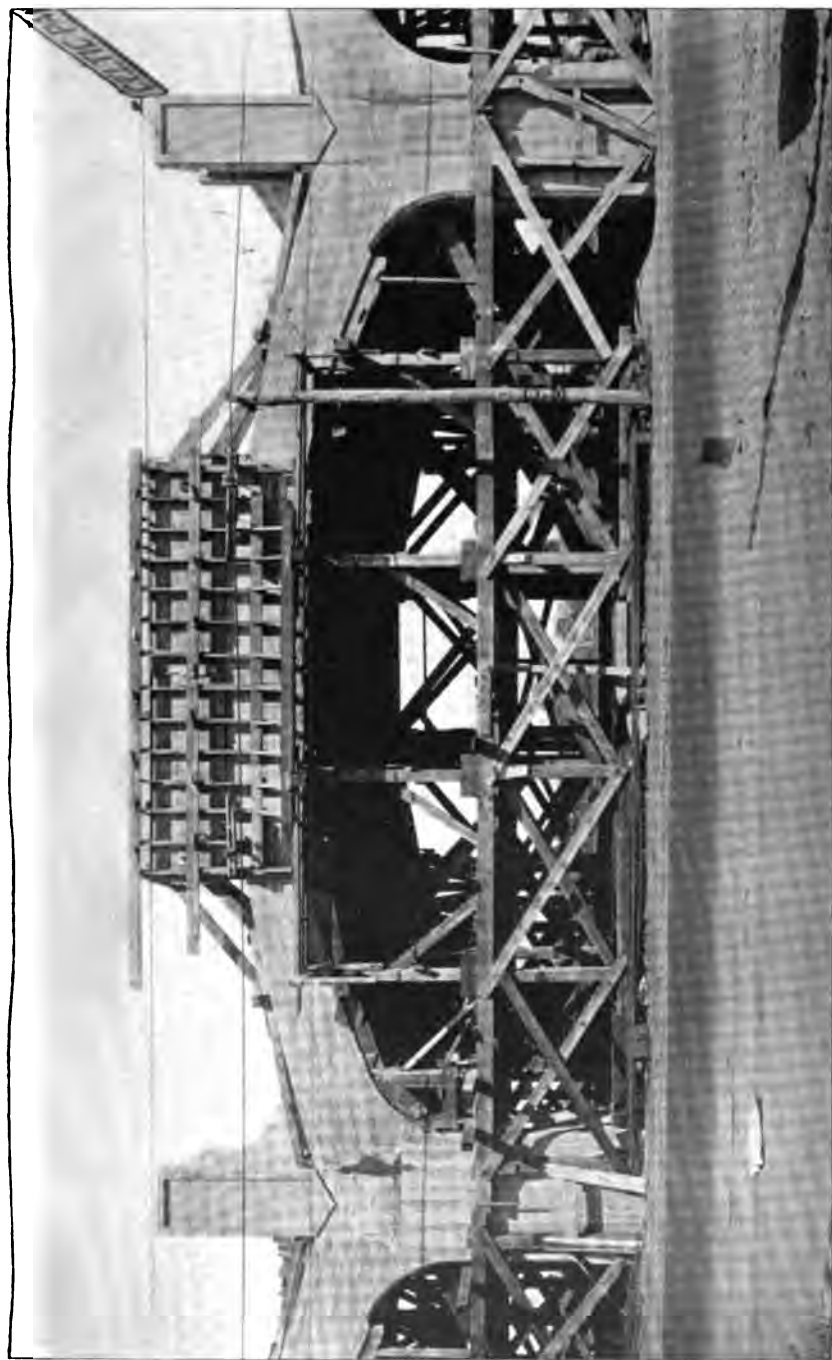
The entire excavation for column footings and foundations in Queens boulevard has been completed and the footings and foundations cast. The superstructure of the east and west abutments and all the concrete columns supporting the arches have been completed. Grillages and cross girders have been placed on the concrete columns and the arches from the east abutment to Van Pelt street have been cast, portions of the spandrel walls being as yet uncompleted. The steel columns, cross girders, longitudinal girders, brackets, and the principal portions of the mezzanine floors have been erected for all the stations. At the Bliss-Carolin Street station the steel work has been completely erected and riveted and the steel columns and portions of the mezzanine floor encased in concrete. At the Lowery Street station the steel erection is practically complete, and the riveting partially so. Here also, the steel columns and portions of the mezzanine floor are encased in concrete. At the Rawson-Moore Street station the steel erection is now going on. The steel columns, at the Moore Street mezzanine have been encased in concrete. It is believed that the steel erection will be completed, except for canopy brackets and a few platform girders, and the riveting partially so, by the first of January, 1915.

On September 15, 1913, the work of excavating for the column foundations and the construction of the concrete column bases was commenced on Roosevelt avenue in the neighborhood of Alburdis avenue. This work was carried on continuously during the winter and completed as far as the east abutment of the concrete structure on the Queens boulevard at Gosman street on June 8, 1914. Owing to the traffic on the Queens Boulevard viaduct, that portion of the column bases lying between the west abutment and the terminus of the contract was not done continuously, but was completed on November 14, 1914.

The erection of the steel structure was commenced on Roosevelt avenue in the neighborhood of Alburtis avenue on March 16, 1914, and proceeded continuously to Trimble place. Erection from here on, across the Long Island cut-off and in the express station at Woodside, is now under way. From the westerly side of the present location of the Long Island Railroad, the steel erection has proceeded continuously through Roosevelt, Skillman and Greenpoint avenues to the neighborhood of Heiser street where it is now under way. The erection and riveting of the steel structure from Alburtis avenue to the east abutment is practically completed, except for the span across the present Long Island Railroad tracks.

On Monday, May 25, 1914, the work of excavating for and constructing the duct line of 20 single one-way ducts was started on Roosevelt avenue in the neighborhood of Louona avenue. This work proceeded continuously to the present Long Island Railroad tracks, where the crossing was omitted. From the westerly side of these tracks, the work proceeded continuously through Roosevelt avenue, Skillman avenue and Greenpoint avenue to the vicinity of Fitting street. Again omitting a stretch, due to the steel erection, the work was resumed on the southerly side of the Queens boulevard, starting north of Gosman avenue and running parallel to the concrete viaduct. This work has been practically completed to Laurel Hill avenue.

For erecting steel on Roosevelt avenue, about two miles of standard gauge track was laid along the center line of the street, connecting with the Long Island Railroad at Woodside. Steel was supplied over this track by a standard gauge locomotive and was unloaded and the columns erected by a 40-ton locomotive crane running over this track. For the erection of the girders, an 80-ton derrick car, with a 120-foot boom, was carried along on top of the structure. From the Long Island Railroad tracks west, the erection was done by the locomotive crane. Compressed air was supplied from a compressor car running over the tracks on the surface of the ground.



STEINWAY TUNNEL LINE. CONCRETE ARCH WITH FORMS FOR CENTER SPANDEL WALL IN PLACE, QUEENS BOULEVARD



STEINWAY TUNNEL LINE. PART OF REINFORCED CONCRETE VIADUCT, QUEENS BOULEVARD



STEINWAY TUNNEL LINE. STEEL STRUCTURE ON ROOSEVELT AVENUE, BOROUGH OF QUEENS, AND TRAVELLER FOR ERECTION OF STEEL

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	95
Concrete	71
Steel delivered	98
Steel erected	96

About 88 per cent of the total estimated value of the work is completed.

The following tabulation gives the work done under the principal items of construction, on each section of Routes Nos. 36 and 37, from the beginning of operation to December 31, 1914, and the total estimated value of work completed during the same period:

ITEM	Unit	Section 1	Section 2	Section 3	Total
Column excavation.....	Cubic yds...	13,419	20,159.09	68,496	102,074.09
Railroad duct excavation...	Cubic yds...		7,018.70	11,001	18,019.70
Concrete.....	Cubic yds...	3,210	5,058.85	45,327	53,595.85
Brick masonry.....	Cubic yds...	3	17.62	15	35.62
Timber piles.....	Linear ft....	6,098	802.08		6,900.08
Concrete piles.....	Linear ft....	12,342			12,342.00
Railroad ducts.....	Duct ft....		190,319.80	306,222	496,541.80
Steel delivered.....	Tons.....	6,446.79	11,521.16	24,985.5	42,953.45
Steel erected.....	Tons.....	747.58	11,521.16	24,332.6	36,601.34
Street surface restored.....	Square yds...	508.00	8,916.31	96.0	9,520.31

Section 1, total value of work completed, as estimated..... \$391,536 29

Section 2, total value of work completed, as estimated..... 852,870 74

Section 3, total value of work completed, as estimated..... 2,023,416 00

Sewer Work:—Route No. 26, Steinway Tunnel.—The contract for the reconstruction of this tunnel will not involve any sewer construction as called for by the original plans and reported last year.

COMPANY CONTRACTS, INTERBOROUGH LINES

THIRD-TRACKING ELEVATED RAILROADS

Plans.—A third and at some points a fourth track is to be added to the Second, Third and Ninth Avenue Elevated lines, in Manhattan and The Bronx, for the operation of express trains during the rush hours in the direction of the heavy traffic. Plans for this work have been prepared by the company and approved by the Commission. The work consists in strengthening and

widening the present structure to support and accommodate the additional track-work. At the same time the traffic on the elevated line must be maintained without interruption. The company awarded the contract to T. A. Gillespie & Company for foundations, and to the Terry & Tench Company and the Snare & Triest Company for steel work, on the basis of cost plus 15 per cent. Plans are completed and the work is under way at many points.

Construction:—The improvements which are being made on the Second, Third and Ninth Avenue Elevated lines may be summarized as follows:

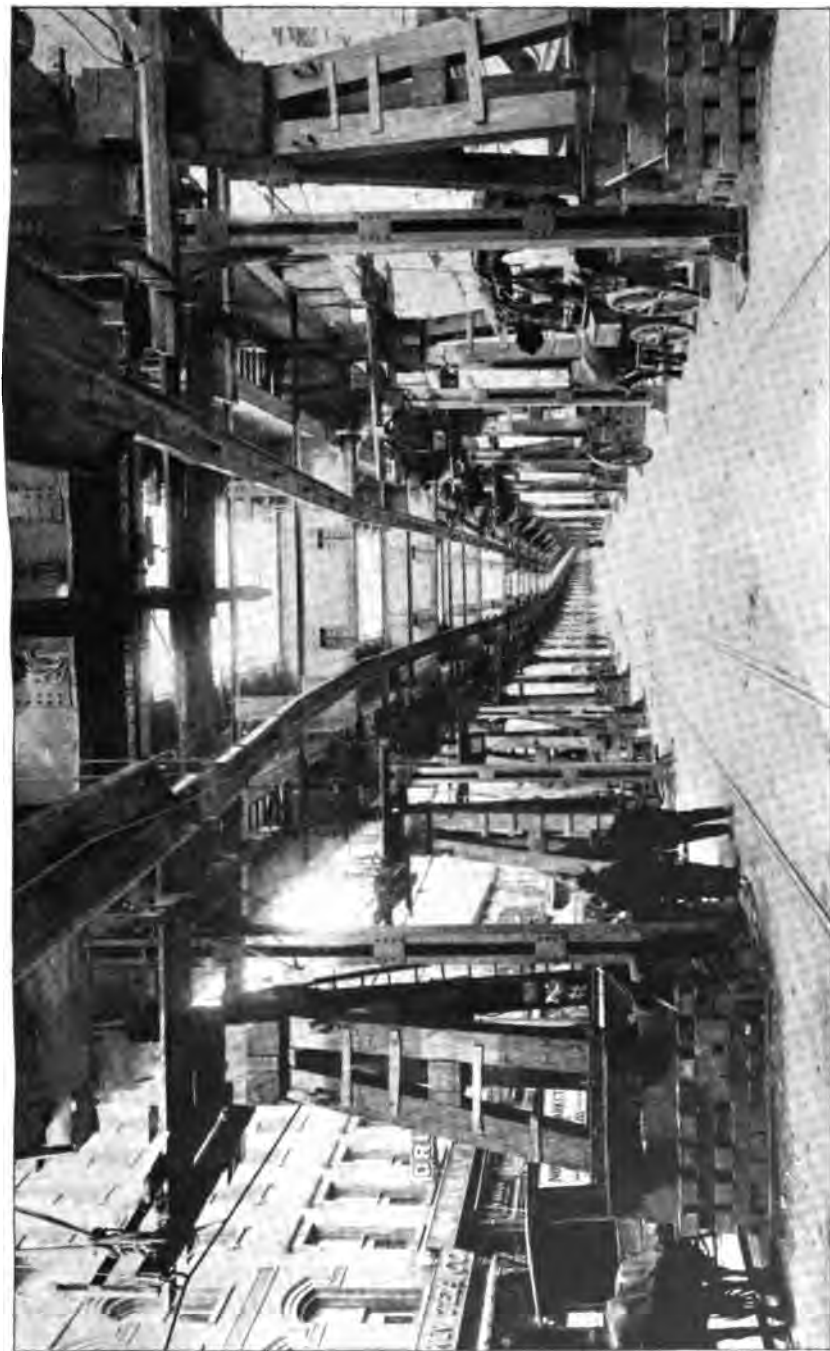
Second Avenue Line.—The work of adding an express track to the Second Avenue Elevated consists of the construction of a single-track structure from Chatham square to 116th street, and north of 116th street of a single track which branches into a double-track connection to a new bridge which will replace the present bridge across the Harlem river. New stations will be built at Chatham square, 14th street, 42d street, 86th street, 92d street and 125th street. The old Second Avenue stations at 129th and 127th streets are to be removed.

Third Avenue Line.—On the branch of the Third Avenue Elevated which is located on the New Bowery a double-track structure, for express service, will be built between the existing tracks from Franklin street to Chatham square.

In order to make the present express tracks on the Third Avenue Elevated continuous from City Hall to Fordham road in The Bronx, the following work will be done: From City Hall to Chatham square the present two-track structure will be replaced by a new four-track structure. New stations will be constructed at City Hall and at Chatham square. From Chatham square to Canal street the present structure will be replaced by a new five-track structure, and from Canal street to Delancey street a three-track structure will be built. New stations will be constructed at Canal, Grand and Houston streets. From Delancey street to 5th street the present two-track structure, which is located inside the curb lines, will be completely replaced by a three-track structure located in the roadway. From 5th street to 116th street all the necessary additions to make the present express track continuous between these two points will be made. Platforms to give access to



THIRD AVENUE ELEVATED LINE. EXPRESS TRACK RISING FROM LEVEL OF LOCAL TRACKS TO UPPER LEVEL AT 143D STREET



THIRD AVENUE ELEVATED. SHORING USED IN REPLACING OLD COLUMNS NEAR 166TH STREET

the third track will be built at the express stations at 9th, 23d, 42d and 106th streets. Between 116th street and the Harlem river, an additional over-grade track will be built to connect with the upper-grade tracks of the new bridge. An over-grade express station will be built at 125th street. The present Harlem River bridge will be replaced by a new bridge which will carry the tracks on two levels. North of the Harlem river two additional tracks will be built to 143d street. From 133d to 143d street it is necessary to move the present track 13 feet west in order to make room for the structure which will carry two additional tracks on an upper level. From 143d street to Fordham road one additional track will be located between the existing tracks. Island platform stations will be built between express and local tracks at the new express stations at 149th street, 177th street, and Fordham road. The present island platforms at all other stations, which will be local stops, will be replaced by outside platform stations.

Ninth Avenue Line.—Improvements of the Ninth Avenue Elevated to provide express service will be made as follows: A center track will be constructed from Cortlandt to 14th street and express stations between these two points, Cortlandt, Warren, Desbrosses and Christopher streets will be provided for by the construction of island platforms and over-grade bridges at these stations. Between 14th and 53d streets the improvements consist, in the main, in the construction of express stations at 14th and 34th streets and the elevation of the Ninth Avenue track over the Sixth Avenue track at the junction between these two lines at 53d street. Express stations will be constructed at 66th street and at 145th street and the present stations at 116th and 125th streets will be remodeled to adapt them to express service. At 155th street the present structure is to be reconstructed to provide a two-track connection with the proposed elevated railway extension at 162d street.

Work on these improvements began on March 25, 1914, and has been carried on continuously since that time with a constantly increasing force, numbering, approximately, 2,000 men. The improvements of the various lines are at present being carried on on practically all sections of the work, except on those sections

which embrace the new express stations at 14th street and 34th street, and the elevation of the Ninth Avenue line over the Sixth Avenue line at 53d street.

Owing to the fact that this work was let on the basis of cost plus a percentage, no engineer's estimate on the basis of unit prices is available. The subjoined table shows the percentage of work completed under the subdivisions of foundations, steel erection and stations. The estimated percentage of foundation work completed is computed on the basis of the engineer's estimate of the total number of new foundations that it will be necessary to construct in each of the sections into which the work is subdivided. The percentage of work completed under the subdivision of steel erection is based on the engineer's estimate of the total tonnage of new steel to be erected on each section of the work. Under the heading, Stations, the estimated percentage of completed work is an approximate estimate based on the total number of new stations to be constructed in each section and does not take into consideration an accurate estimate of the quantity of material and amount of labor which will be expended on each of these stations.

AMOUNT OF WORK PERFORMED FROM BEGINNING OF CONSTRUCTION TO DECEMBER 31, 1914
Additional Tracks on Second, Third and Ninth Avenue Elevated Lines

Line	Section	LIMITS OF SECTION		SUBDIVISION OF WORK		
		From	To	Foundations	Steel erection*	Stations
2d Av.	4A	Chatham Sq.	116th St.	95%	84%	40%
2d Av.	5B	116th St.	Harlem River	95	39	25
3d Av.	1	City Hall Station.	Chatham Sq. on Park Row. ....	....	....	....
		Franklin Sq.	Chatham Sq. on New Bowery.	95	16	10
3d Av.	2A	Chatham Sq.	Delancey St.	95†	....	....
3d Av.	2B	Delancey St.	5th St.	90†	....	....
3d Av.	3	5th St.	116th St.	90	5	....
3d Av.	5A	116th St.	Harlem River	95	4	4
3d Av.	5C	Harlem River Bridge.	116th St.	95	8	....
3d Av.	5D	Harlem River Bridge.	133d St.	45	....	....
3d Av.	6A	133d St.	147th St.	98‡	50	10
3d Av.	6C	147th St.	Fordham Road.	95	35	2
9th Av.	8A	Cortlandt St.	14th St. ....	....	19	8
9th Av.	8B	14th and 34th St. Stations. ....	....	....	....	....
9th Av.	8C	Elevations of Tracks at 53d St. ....	....	....	....	....
9th Av.	7	66th, 116th, 125th and 145th St. Stations. ....	....	....	62	20
9th Av.	10B	Terminal at 155th St. ....	....	95	13	....

* Includes steel for stations.

† Foundation work involves a large number of pipe changes to make room for new foundations.

‡ Includes 55 new piers.

§ False work on which new bridge is to be erected and from which it will be put on barges and floated into position is practically complete.



NINTH AVENUE ELEVATED LINE. CONSTRUCTION OF CENTER TRACK AT WEST 12TH STREET



NINTH AVENUE ELEVATED. SHORING USED IN THE RECONSTRUCTION OF THE 66TH STREET STATION

EXTENSION OF ELEVATED RAILROADS

Plans:—Webster Avenue Line.—This line extends as a three-track elevated extension from a point north of Fordham road, where a connection can be made with the Third Avenue line of the Manhattan Elevated Railway Company, over Webster avenue and Gun Hill road to a connection with the City-built line on White Plains road, Section No. 2, of Route No. 18. Plans were prepared by the Interborough company and approved by the Commission.

Where the line crosses Mosholu parkway an ornamental structure has been required for which revised plans have been submitted for approval by the Interborough company.

Eighth Avenue and 162d Street Connection.—This line extends from 157th street and Eighth avenue, Borough of Manhattan, where connection can be made with the Ninth Avenue Elevated line of the Manhattan Elevated Railway Company, over the bridge of the Putnam division of the New York Central Railroad and across private property to Sedgwick avenue, thence under private property and intersecting streets as a two-track subway to 162d street and Ogden avenue, and thence under Ogden avenue to a point in private property east of Anderson avenue where it again becomes an elevated structure and extends over private property and intersecting streets to a connection with the City-built line on River avenue, Route No. 16, Section No. 1. Plans for this line have been prepared by the Interborough company and approved by the Commission.

West Farms Subway Connection.—This line begins at East 143d street where a connection can be made with the tracks of the Third Avenue line of the Manhattan Elevated Railway Company on their private right of way. It extends over private property, Willis avenue and Bergen avenue to a connection with the West Farms branch of the present subway on Westchester avenue near Brook avenue. Plans for this line have been prepared by the Interborough company and approved by the Commission.

Queensboro Bridge Line.—This line consists of a connection between the tracks of the Second Avenue line of the Manhattan Elevated Railway Company at 59th street with two tracks on the

upper deck of the Queensboro bridge. Plans for this line were prepared by the Interborough company, but have not been approved owing to the uncertainty of the reconstruction of the Queensboro bridge. Changes in the proposed arrangement of the bridge have necessitated a change in the Interborough plans which are now being revised.

NEW YORK MUNICIPAL DIVISION — CITY-OWNED LINES

CENTRE STREET LOOP SUBWAY

In the report for 1913, reference was made to Section No. 9-O-1, the southerly contract of the five sections forming the Centre Street Loop subway which connects the Brooklyn, Manhattan and Williamsburg bridges in Manhattan. That section includes the Chambers Street station, the southerly half of which is located within the basement of the Municipal Building. It was not wholly completed at the close of the year 1913.

On account of interference interposed by the contractor engaged in the construction of the Municipal Building, it was impracticable for the subway contractor to resume construction, which was suspended November 1, 1913, until March 20, 1914. The unfinished work of constructing the stairways connecting the mezzanine floor of the Chambers Street station with the north and south concourse floors of the Municipal Building, was prosecuted thereafter, as access to the several stairways was obtained. In addition to completing the stairways, the ceiling of the mezzanine floor was plastered to meet the stair wells, and a large area of steel ceiling was placed beneath vent flues constructed as a part of the Municipal Building. The entire work was completed September 14, 1914, thus ending the construction of the Centre Street Loop line under the modified plans as designed for operation prior to the signing of the contracts for the Dual System of rapid transit and providing additional station facilities in the Chambers Street station in connection with the temporary operation of trains over the two westerly tracks of the railroad, pending complete operation under Contract No. 4 by the New York Municipal Railway Corporation.

The total value of all work done on the five sections of this Loop subway since the beginning of construction, and the payments to the contractor on each section, are shown in the following table:

SECTION	Regular work	Extra work	Totals
9-0-1 Original Contract	\$230,628 50	\$407,112 70	\$637,741 20
9-0-1 Modified Contract	1,147,005 43	79,038 51	1,226,043 94
9-0-2	2,603,707 51	418,756 68	3,022,464 19
9-0-3	1,857,903 16	182,479 45	2,039,782 61
9-0-4	1,543,581 12	168,273 42	1,711,854 54
9-0-5	1,146,284 92	26,914 16	1,173,199 08
Total			\$9,811,085 56

CENTRE STREET LOOP RECONSTRUCTION

Plans.—Contract No. 4 with the New York Municipal Railway Corporation for construction and operation under the Dual System includes, among other lines, the operation of the Broadway-Fourth Avenue subway of which, under Subdivision IV, the Centre Street Loop subway forms a part.

The track alignment originally laid down for this subway did not anticipate a routing of trains adapted to the needs of the New York Municipal Railway Corporation, and a new track alignment to meet the change of operating conditions was approved. The relocated tracks required altering the stations at Canal and Essex streets and certain other portions of the structure, to permit of the installation of additional crossovers.

For the purpose of making the alterations in the structure and of installing the tracks for permanent operation, an agreement known as Modifying Agreement No. 2 of Contract No. 4 was made with the New York Municipal Railway Corporation. The agreement provides for the complete track construction for the entire line; the construction of the physical connection of the two westerly tracks with the Brooklyn bridge; crossovers at Worth street, Walker street, Howard street and Essex street, and alterations to the Canal Street and Essex Street stations. Plans for this work have been completed.

Construction.—Temporary operation of trains over the two westerly tracks of the Centre Street Loop subway was continued

through the four-track subway from its present southerly terminus in the basement of the Municipal Building (Chambers Street station) via the Williamsburg bridge into Brooklyn. The two-track spur through Walker and Canal streets connecting with the Fourth Avenue subway, Brooklyn, was not used, except in connection with the delivery of material to be used in reconstructing parts of the structure for permanent operation.

Preparations for this work of reconstruction were started early in January, and construction was begun in March by Jacobs and Davies, Inc., construction engineers, under an agreement with the New York Municipal Railway Corporation dated February 3, 1914. Considering the nature of the work and the precautions necessary in its prosecution, due to the operation of trains over the two westerly tracks, rapid progress was made and the entire work has been completed, except a portion of the Essex Street station, as indicated by the following table.

Percentages of Several Items of Work Completed to Date

	Per cent
Track construction.	70
Alterations for Worth Street crossover	100
Alterations at Walker street.	100
Alterations for Howard Street crossover	100
Alterations for Essex Street crossover.	100
Essex Street station alteration.	65

Sewer Work:—*Section No. 9-0-5.*—On this section, which extends through Delancey street, beginning at Chrystie street, a sewer offset manhole was built near the northeast corner of Essex and Delancey streets to accommodate the operation of the railway, due to changes in the subway structure.

BROADWAY-FIFTY-NINTH STREET SUBWAY, MANHATTAN

Plans:—This is a two-track and four-track line extending from a point near Trinity place and Morris street, where a connection is made with the Whitehall Street-Montague Street line crossing under the East river, and extends northerly under Trinity place, Church and Vesey streets to Broadway, thence under Broadway, Seventh avenue, 59th and 60th streets to a crossing over the

East river via the Queensboro bridge. It is a two-track line to Park place, and a four-track line under Broadway and Seventh avenue to 59th street, and thence a two-track line. In addition tracks are provided for sidings. A turnout is provided for a connection on Canal street to Manhattan bridge, and provision is made at 59th street for a future extension of the line up Eighth avenue. This line includes Route No. 5, Sections Nos. 1, 1-A, 2, 2-A, 3 and 4, and Routes Nos. 4 and 36, Sections Nos. 1 to 5 inclusive.

Route No. 5, Section No. 1.— This section is a two-track subway and extends northerly along Trinity place and Church street from a point north of Morris street to a point about 8 feet north of the center line of Dey street. The contract was executed September 27, 1912. Contractor, F. L. Cranford, Inc. Period of contract, 40 months. Summary of bid, \$1,222,269.20.

Working drawings for this section were completed and the last of the shop drawings checked during the year 1914.

Agreement is being prepared by counsel for the construction of the stairways and passages connecting the subway station with the concourse of the Hudson Terminal Building of the Hudson and Manhattan Railroad Company.

Route No. 5, Section No. 1-A.— Beginning at a point under Church street, Manhattan, about 8 feet north of the center line of Dey street, and extending thence under Church street, private property, Vesey street, and again under private property to Broadway, between Vesey and Barclay streets, and thence under Broadway to a point about 75 feet south of the center line of Park place. Frederick L. Cranford, Inc., contractor. Contract executed September 27, 1912. Contract period, 40 months. Summary of contractor's bid, \$982,740.70.

Changes were made in construction drawings owing to the lengthening of platforms of the Dey Street station. All drawings have been completed for this section.

Route No. 5, Section No. 2.— Extending from a point on Broadway about 75 feet south of the center line of Park place, and thence along Broadway to a point about 90 feet north of the center line of Walker street. The Degnon Contracting Company,

contractor. Contract executed February 6, 1912. Contract period, 40 months. Summary of contractor's bid, \$2,355,828.50.

Changes were made in construction drawings owing to the lengthening of platforms of the City Hall and Canal Street stations, and additional crossovers provided for at White street. All drawings for this section have been completed.

Route No. 5, Section No. 2-A.— Extends under Broadway from Lisenard to Howard street, and includes that portion of the Canal Street line lying underneath it. The O'Rourke Engineering Construction Company, contractor. The contract was executed July 17, 1912. Contract period, 40 months. Summary of contractor's bid, \$912,351.60.

Most of the plans for this section were completed prior to 1914. Plans for certain minor modifications of track floor construction have been made in order to permit flexibility of operation.

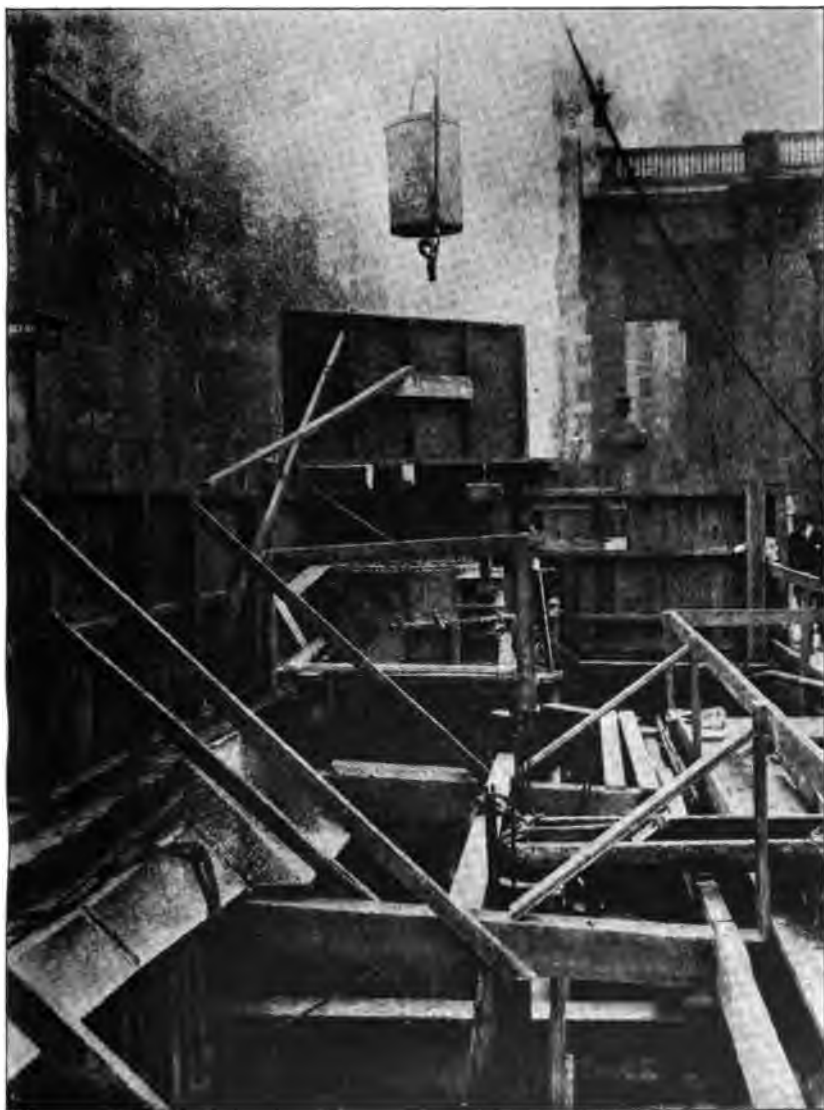
Route No. 5, Section No. 3.— Extending from a point on Broadway about 30 feet north of the northerly building line of Howard street, and thence along Broadway to a point about midway between Houston and Bleecker streets. The Underpinning and Foundation Company, contractor. Contract executed January 19, 1912. Contract period, 40 months. Summary of contractor's bid, \$2,295,086.50.

The change in the operating plans involved some revisions of the original plans for this section. Additional crossovers were provided for at Spring street, and changes were made in construction drawings owing to the lengthening of the platforms of the Prince Street station. All drawings for this section have been completed.

Route No. 5, Section No. 4.— Extending from a point on Broadway about midway between Houston and Bleecker streets, and thence under Broadway to a point near 14th street in Union Square park. The Dock Contractor Company, contractor. Contract executed August 19, 1913. Contract period, 36 months. Summary of contractor's bid, \$2,578,078.

On this section working drawings have been completed.

Construction:—*Route No. 5, Section No. 1.*— Excavation, and constructing the temporary and permanent supports of the elevated railroad structure, were continued and practically completed. The



BROADWAY-FIFTY-NINTH STREET SUBWAY. CONSTRUCTION OF PROTECTING RETAINING WALL, ASTOR HOUSE PROPERTY, BROADWAY AND VESKY STREET, SHOWING AIR LOCK AND SHAFT OF CAISSON

erection of the subway structure was completed between the two stations, and the construction of the stations and the structure south of the Rector Street station is in progress. Restoration of subsurface structures, backfilling and repaving were in progress over the completed portion of the structure.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	100
Concrete	70
Steel delivered	81
Steel erected	62
Waterproofing	62
Underpinning buildings	100

About 78 per cent of the total estimated value of the work is completed.

Route No. 5, Section No. 1-A.—Excavation was continued and completed, with the exception of a small stretch in Broadway between Barclay street and the north end of the section.

Underpinning of the St. Paul's Vestry Building, and, in conjunction therewith, the construction of foundations to support a future 10-story building on the site of the existing building, were completed in October. The construction of foundations to firm rock for the support of the structure through the Astor House property and the construction of retaining walls to secure the Broadway and Vesey street sides of the property was begun November 9, 1913, and completed November 24, 1914.

The erection of the cast-iron tunnel lining has been completed, with the exception of a portion of the southbound tunnel through the Astor House property, and the placing of the concrete lining has been started. The construction of the steel bent and concrete structure at the south end of the section is in progress, and excavation for the portion of the steel bent structure at the north end of the section has advanced nearly to completion.

erection of the subway structure was completed between the two stations, and the construction of the stations and the structure south of the Rector Street station is in progress. Restoration of subsurface structures, backfilling and repaving were in progress over the completed portion of the structure.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	100
Concrete	70
Steel delivered	81
Steel erected	62
Waterproofing.	62
Underpinning buildings	100

About 78 per cent of the total estimated value of the work is completed.

Route No. 5, Section No. 1-A.—Excavation was continued and completed, with the exception of a small stretch in Broadway between Barclay street and the north end of the section.

Underpinning of the St. Paul's Vestry Building, and, in conjunction therewith, the construction of foundations to support a future 10-story building on the site of the existing building, were completed in October. The construction of foundations to firm rock for the support of the structure through the Astor House property and the construction of retaining walls to secure the Broadway and Vesey street sides of the property was begun November 9, 1913, and completed November 24, 1914.

The erection of the cast-iron tunnel lining has been completed, with the exception of a portion of the southbound tunnel through the Astor House property, and the placing of the concrete lining has been started. The construction of the steel bent and concrete structure at the south end of the section is in progress, and excavation for the portion of the steel bent structure at the north end of the section has advanced nearly to completion.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	95
Concrete	14
Steel delivered	93
Steel erected	82
Waterproofing.	36
Underpinning buildings	100

About 82 per cent of the total estimated value of the work is completed.

Route No. 5, Section No. 2.—The excavation was finished in April, and at the close of the year the structure throughout the entire length of the section was practically completed. The restoration of subsurface structures was continued, and backfilling and repaving were in progress during the latter half of the year.

On account of changing the design of the structure to form a physical connection between the Broadway line and the Canal Street Crosstown line, and to accommodate this change in the mode of operation of the Broadway line between Canal street and the City Hall station, it was necessary to alter a portion of the structure to provide for the installation of crossovers at White street connecting the interior and exterior tracks. The work of altering the structure, including the necessary additional work, is provided for by a modifying agreement dated October 30, 1914. The work was started on August 14, 1914, and at the close of the year is nearing completion.

The contractor's working platform on the west side of Broadway at Worth street was removed in June, and during the latter part of the year portions of the two working platforms on the west side of City Hall park were removed.



BROADWAY-FIFTY-NINTH STREET SUBWAY. NORTH APPROACH TO CITY HALL STATION

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	100
Concrete	99
Steel delivered	100
Steel erected	100
Waterproofing.	98
Underpinning buildings	100

About 94 per cent of the total estimated value of the work is completed.

Route No. 5, Section No. 2-A.— Construction on the lower level was completed, and work on the Broadway or upper level structure has progressed to completion, excepting the station stairways. Restoration of subsurface structures, backfilling and paving was only started. The working platforms on Canal street, east and west of Broadway, were taken down during the latter part of the year.

The difficult nature of the work on the lower level, due to excavating 48 feet below the street surface and 36 feet below mean high water, renders the completion of the work a noteworthy event, and especially so in view of its accomplishment without disturbing the surrounding soil or causing damage to the adjacent buildings.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	100
Concrete	87
Steel delivered	100
Steel erected	100
Waterproofing.	70
Underpinning buildings	100

About 86 per cent of the total estimated value of the work is completed.

Route No. 5, Section No. 3.— Excavation for the two depressed tracks at the south end of the section to meet the low-level Canal Street connection, was finished in April, and the structure through-

out the length of the section was practically completed in July. Restoration of subsurface structures, backfilling and repaving was continued during the year and completed, with the exception of a short stretch between Grand street and the south end of the section. Under a modifying agreement dated October 30, 1914, alterations were made in the structure at Spring street to permit the installation of crossovers between the interior and exterior tracks. The contractor's working platforms, located south of Grand street and between Prince and Houston streets, were removed during the month of November.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	100
Concrete	99
Steel delivered	100
Steel erected	100
Waterproofing.	99
Underpinning buildings	100

About 95 per cent of the total estimated value of the work is completed.

Route No. 5, Section No. 4.—Excavation and underpinning buildings were continued during the year and completed, with the exception of a stretch between 11th and 13th streets. The building of the subway structure was begun in May at the south end of the section and continued during the remainder of the year between that point and 9th street and at the Union Square station which was completed, with the exception of the stairways.

The restoration of subsurface structures and backfilling were in progress over the southerly half of the section, and some backfilling was placed over the structure in Union Square park.

Exceptionally rapid progress was made during the year, as indicated by the following percentages of the principal items of work completed:



BROADWAY-FIFTY-NINTH STREET SUBWAY. EXCAVATION IN UNION SQUARE PARK AND SHAFT AND WORKING PLANT AT 14TH STREET AND BROADWAY



	Per cent
Excavation	78
Concrete	53
Steel delivered	90
Steel erected	71
Waterproofing.	42
Underpinning buildings	60

About 70 per cent of the total estimated value of the work is completed.

In the following tables are given the work done under the principal items of construction on each section of Route No. 5, Broadway-Seventh Avenue line, and the total value of work estimated on each of these sections, from the beginning of construction to December 31, 1914:

WORK DONE UNDER THE PRINCIPAL ITEMS OF EACH CONTRACT, FROM BEGINNING OF CONSTRUCTION TO DECEMBER 31, 1914

ITEM	Unit	Section 1	Section 1-A	Section 2	Section 2-A	Section 3	Section 4	Total
Subway Construction								
Earth excavation above M. H. W.	cu. yds.	81,915	21,242	195,320	21,419	154,055	214,864	698,815
Earth excavation below M. H. W.	cu. yds.	15,225	3,470	28,830	45,026	27,315	.....	119,868
Rock excavation	cu. yds.	149	.....	.....	.....	3,824	13,389	13,538
Underpinning buildings less than 7 stories.	lin. front ft.	1,740	404	1,610	605	.....	1,051	9,524
Underpinning buildings 7 to 12 stories.	lin. front ft.	315	.....	401	101	1,369	1,132	2,408
Underpinning buildings over 12 stories.	lin. front ft.	232	.....	99	.....	.....	.....	2,303
Tunnel excavation	cu. yds.	15,325	74	.....	.....	.....	.....	15,325
Concrete.	cu. yds.	14,237	15,325	39,593	15,715	29,756	20,665	121,252
Rubble stone masonry	cu. yds.	333	1,365	2,573	16,227	3,650	2,239	9,162
Brick masonry	cu. yds.	.....	140	209	.....	222	30	461
Waterproofing	sq. yds.	.....	.....	37,273	12,761	32,224	15,927	120,602
Brick in asphalt mastic.	cu. yds.	20,137	2,390	1,175	2,082	1,833	551	7,966
Tunnel ducts.	duct ft.	31,904	329	183,921	44,000	160,520	198,240	617,981
Steel delivered	tons	1,919	4,850	5,358	2,570	3,755	3,890	23,341
Steel erected	tons	1,463	4,279	5,340	2,563	3,380	3,076	20,101
Street surface restored	sq. yds.	64	.....	3,334	34	4,134	2,207	9,773
Street surface electric railroad in final position (single track)	lin. ft.	700	.....	800	.....	4,000	8	5,508
Sewer Construction								
Earth excavation	cu. yds.	6,900	451	4,500	407	7,000	16,189	35,347
Concrete	cu. yds.	13	.....	650	.....	1,670	500	2,833
Sewers constructed, all sizes	lin. ft.	2,567	230	3,270	.....	5,383	5,878	17,885

TOTAL VALUE OF WORK ESTIMATED ON EACH CONTRACT, FROM BEGINNING OF CONSTRUCTION TO DECEMBER 31, 1914					SECTION			Total
					Subway construction	Sewer construction		
1.....					\$1,122,791.92	\$42,170.00		\$1,164,961.92
1-A.....					1,103,575.75	4,345.00		1,107,920.75
2.....					2,419,829.47	45,193.00		2,465,022.47
2-A.....					971,597.14	6,628.00		978,225.14
3.....					2,395,633.10	87,488.00		2,483,121.10
4.....					1,696,271.69	118,445.00		1,814,716.69
					\$9,709,699.07	\$304,267.00		\$10,013,966.07



BROADWAY-FIFTY-NINTH STREET SUBWAY. EAST WALL OF CONCRETE FLOOR OF FOUNTAIN IN WASHINGTON SQUARE, UNDER WHICH SEWER WAS BUILT

WORK DONE UNDER THE PRINCIPAL ITEMS OF EACH CONTRACT, FROM BEGINNING OF CONSTRUCTION TO DECEMBER 31, 1914

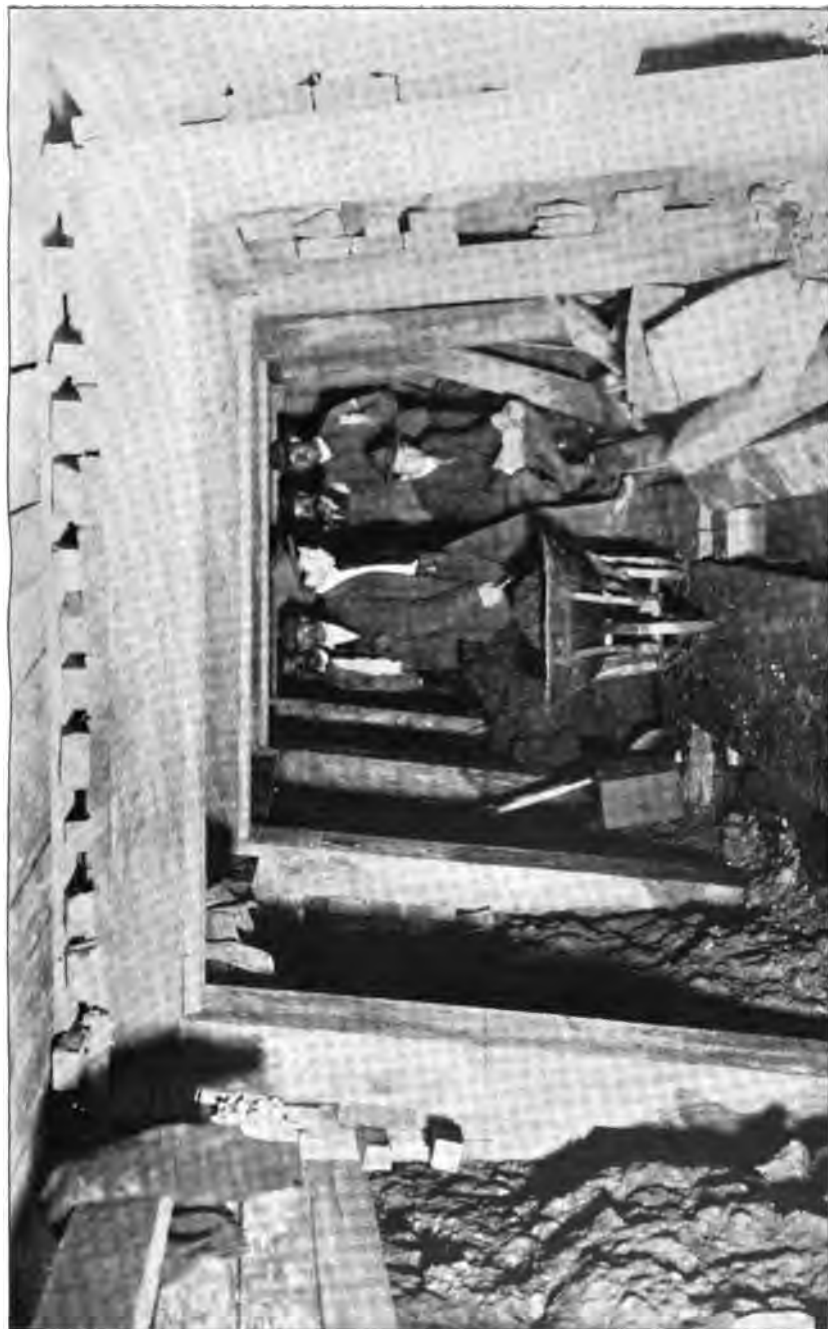
ITEM	Unit	Section 1	Section 1-A	Section 2	Section 2-A	Section 3	Section 4	Total
<i>Subway Construction</i>								
Earth excavation above M. H. W.	cu. yds.	81,915	21,242	195,320	21,419	154,055	214,864	688,815
Earth excavation below M. H. W.	cu. yds.	15,225	3,470	28,880	45,026	27,315	.....	119,896
Back excavation	cu. yds.	1,149	.....	.....	.....	.....	13,389	13,389
Underpinning buildings less than 7 stories.	lin. front ft.	1,740	404	1,610	605	3,824	1,051	9,204
Underpinning buildings 7 to 12 stories.	lin. front ft.	315	.....	401	101	1,859	132	2,703
Underpinning buildings over 12 stories.	lin. front ft.	232	74	99	.....	.....	.....	15,305
Tunnel excavation	cu. yds.	.....	15,325	30,503	15,715	29,756	20,666	121,232
Concrete.	cu. yds.	14,227	1,363	2,573	2,227	3,650	2,236	9,132
Rubble stone masonry.	cu. yds.	333	140	209	.....	222	30	661
Brick masonry.	cu. yds.	.....	2,280	27,273	12,761	32,224	15,927	120,642
Water proofing.	sq. yds.	20,137	.....	1,175	2,082	1,833	157	7,086
Backfill asphalt mastic.	cu. yds.	31,904	329	183,821	44,000	160,520	108,240	617,981
Tunnel ducts.	duct ft.	31,300	.....	183,821	44,000	3,755	3,680	20,741
Steel delivered.	tons.	1,919	4,850	5,348	2,570	3,380	3,076	20,741
Steel erected.	tons.	1,443	4,279	5,340	2,563	3,380	3,076	20,741
Street surface restored.	sq. yds.	64	.....	3,334	34	4,134	2,207	9,773
Street surface electric railroad in final position (angle track).	lin. ft.	700	.....	800	.....	4,000	8	5,508
<i>Sewer Construction</i>								
Earth excavation.	cu. yds.	6,900	451	4,500	407	7,000	16,180	35,247
Concrete.	cu. yds.	13	230	650	.....	1,470	500	2,833
Sewers constructed, all sizes.	lin. ft.	2,587	.....	3,270	527	5,363	5,878	17,883

TOTAL VALUE OF WORK ESTIMATED ON EACH CONTRACT, FROM BEGINNING OF CONSTRUCTION TO DECEMBER 31, 1914

SECTION	Subway construction	Sewer construction	Total
1.	\$1,122,701 92	\$42,170 00	\$1,164,871 92
1-A.	1,103,475 75	4,245 00	1,107,720 75
2.	2,419,829 47	45,183 00	2,465,012 47
2-A.	6,971,897 14	6,628 00	6,978,525 14
3.	2,393,833 10	87,488 00	2,481,321 10
4.	1,696,271 66	118,445 00	1,814,716 66
	\$9,709,869 07	\$304,267 00	\$10,013,966 07



BROADWAY-FIFTY-NINTH STREET SUBWAY. EAST WALL OF CONCRETE FLOOR OF FOUNTAIN IN WASHINGTON SQUARE, UNDER WHICH SEWER WAS BUILT



BROADWAY-FIFTY-NINTH STREET SUBWAY. METHOD OF TIMBERING TUNNEL FOR THE CONSTRUCTION OF 4' 6" CIRCULAR SEWER UNDER HOLLEY MONUMENT IN WASHINGTON SQUARE

Sewer Work:—*Route No. 5, Section No. 1.*—During the year, 2,330 feet of sewers were built, making a total to December 31, 1914, of 2,597 feet or 90 per cent of the entire sewer work on this section.

Owing to the very limited space between the subway station and the footings of the Havemeyer Building on the east side of Church street, north of Cortlandt street, 78 feet of special cast-iron 3' 6" x 2' 4" egg-shaped sewer were built in place of masonry section.

By the timely co-operation of the contractors on Section No. 1 of Route No. 33 and Section No. 1 of Routes Nos. 4 and 38 in building the Morris Street outlet for the sewer system on this contract, duplication of work has been avoided.

Route No. 5, Section No. 1-A.—Sewer construction was begun on May 2, 1914. 230 feet of sewers were built during the year, comprising 19 per cent of the total involved in this contract.

Route No. 5, Section No. 2.—During the year 1,819 feet of sewers were built, making a total to December 31, 1914, of 3,270 feet or 90 per cent of the total on the contract.

Route No. 5, Section No. 2-A.—During the year 338 feet of sewers were built, making a total of 527 feet or 55 per cent completed to December 31, 1914.

Route No. 5, Section No. 3.—528 feet of sewers were built during the year, making a total to December 31, 1914, of 5,383 feet or 98 per cent of all the sewer work on this section.

A 20-inch cast-iron overflow was built across the roof of the subway at Grand street which is continued by 48 feet of 3' 6" x 2' 4" masonry section into the old sewer. It acts as a relief to the sewer systems on the east and west sides of Broadway from Prince to Canal street.

Route No. 5, Section No. 4.—Sewer construction was begun March 17, 1914. 5,878 feet of sewers were built during the year, comprising 68 per cent of the total involved in this contract.

The Washington Place off-line sewer was built during the year, and the entire work of restoration on Washington place completed. The work was done in open cut, except for stretches in Washington park under the Holly and Garibaldi Monuments and under the fountain, which were built in tunnel.

Plans:—*Routes Nos. 4 and 36, Section No. 1.*— This contract extends from Union square at 15th street under Broadway to 26th street. Contract executed August 1, 1913. Contractor, E. E. Smith Contracting Company. Period of contract, 35 months. Summary of contractor's bid, \$2,056,702.50.

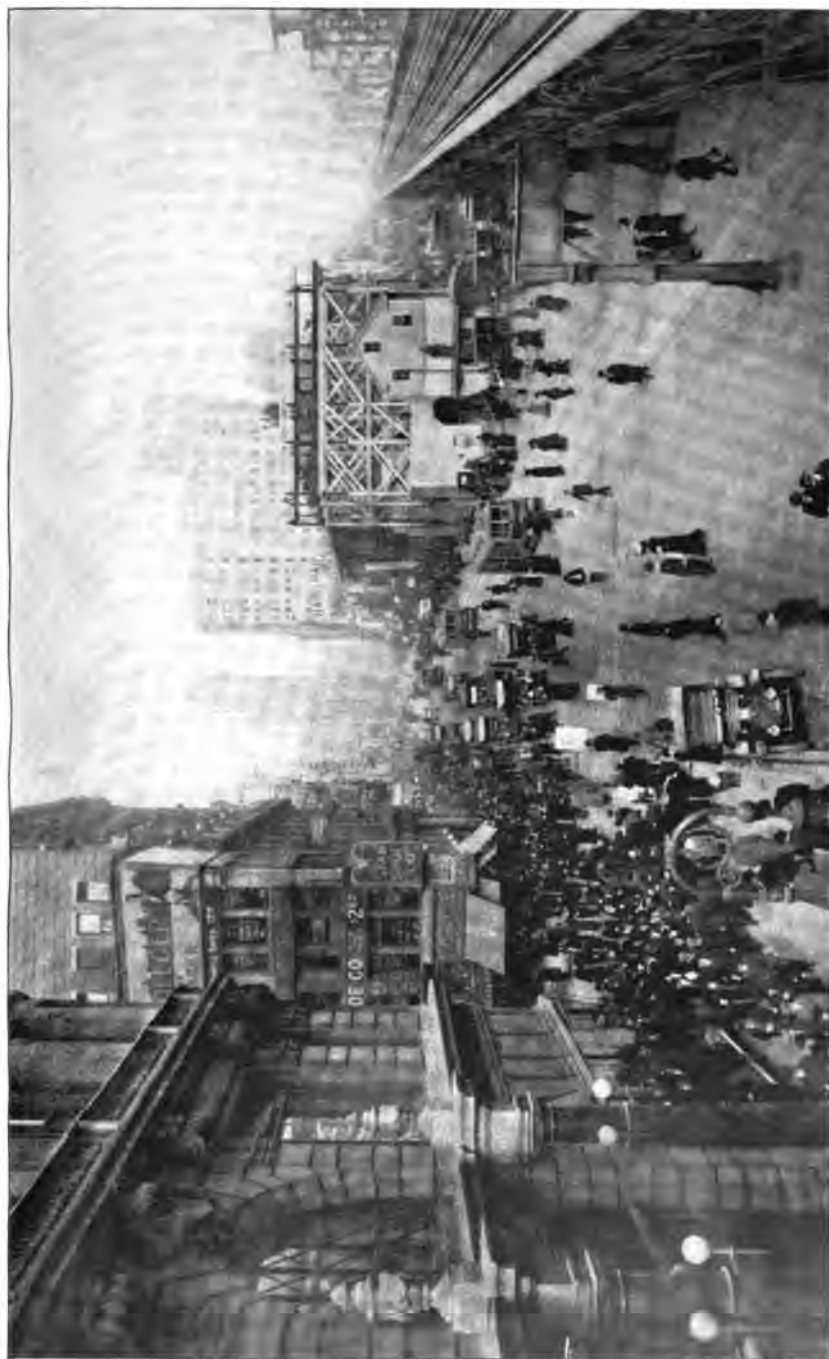
The working drawings which were commenced last year have been completed and a large portion of the shop drawings checked.

Routes Nos. 4 and 36, Section No. 2.— This section extends under Broadway from 26th street to 39th street. During the year contract drawings have been completed, and the contract awarded to the United States Realty and Improvement Company. Contract executed July 23, 1914. Contract period, 32 months. Summary of bid, \$2,657,004.50. Construction drawings are being made for this section.

Routes Nos. 4 and 36, Section No. 3.— This section extends under Broadway and Seventh avenue from 39th to 50th street. In the early part of the year the 42d Street station was changed from a local to an express station. The contract drawings have been completed and it is expected that the contract will be advertised early in 1915. This particular contract involves peculiar difficulties of design and construction in that it will pass under the present subway at Broadway and 42d street involving rock excavation below trains in operation.

Routes Nos. 4 and 36, Section No. 4.— This section extends from 50th street under Seventh avenue to 59th street. The contract drawings for this section, which were practically completed in 1913, have had to be largely made over on account of the change of the 57th Street station from local to express, and of the 49th Street station from express to local. During the year this contract was advertised and bids opened on December 29, 1914.

Routes Nos. 4 and 36, Section No. 5.— This section extends from Seventh avenue and 59th street through Central park and 59th street to Fifth avenue, thence through 59th and 60th streets to Second avenue. It is a two-track line from Seventh avenue to Fifth avenue where the tracks diverge and extend, one under 59th street and the other under 60th street, to Second avenue. During the year contract drawings were completed, and the contract



BROADWAY-FIFTY-NINTH STREET SUBWAY. SHAFTS AND TELPHER HOISTS AT HERALD SQUARE

awarded to the Degnon Contracting Company, the lowest bidder. Contract executed August 6, 1914. Contract period, 29 months. Summary of contractor's bid, \$2,819,511. The working drawings have been commenced and are about 30 per cent completed.

Construction:—*Routes Nos. 4 and 36, Section No. 1.*—Excavation was continued during the year over the entire length of the section and completed from the south end of the section to 17th street, from 22d to 25th street and in a short stretch between 20th and 21st streets. The work of underpinning buildings was in progress during the year.

Construction of the subway structure was begun in May in Union Square station and north of 22d street and at 24th street, and progressed from these points during the remainder of the year.

The Union Square station structure and portions between 24th and 25th streets were completed. Backfilling was placed over the completed roof of the Union Square station; and during the latter part of the year, the restoration of subsurface structures was begun at 24th street. Notwithstanding that the excavation is partly in rock, good progress was made.

The percentages of the principal items of work completed are as follows:

	Per cent
Excavation	78
Concrete	30
Steel delivered	77
Steel erected	30
Waterproofing.	18
Underpinning buildings	88

About 60 per cent of the total estimated value of the work is completed.

Routes Nos. 4 and 36, Section No. 2.—The preliminary borings indicate that excavation is in sand, gravel and rock and that rock will be encountered above subgrade through the length of the section varying from 2 feet to about 25 feet below the street surface. The depth of excavation varies from 26 to 36 feet, the greatest depth being at the north end of the section where the tracks descend to pass under the existing Interborough subway

crossing 42d street and turning north into Broadway. Approximately one-half of the excavation is in rock.

On account of the congested condition of travel along this part of Broadway, which is augmented by local shopping, hotels and theatres, the blasting out of the rock is the most difficult problem to be met on this section.

Work was begun in Herald Square park August 24, 1914, where a telpher structure for handling the spoil was erected and two working shafts were sunk. Single working shafts and telpher structures were also provided near the west side of Broadway at 28th street, 30th street and 38th street.

Excavation was in progress from all the shafts during the latter part of the year. The work of decking the street and of by-passing the gas mains was the only other important work in progress.

About 4 per cent of the total estimated value of the work is completed.

Routes Nos. 4 and 36, Section No. 3.—Preparations are being made to invite bids for constructing this section of the work.

Routes Nos. 4 and 36, Section No. 4.—Preparations are being made to begin this work at the earliest practicable time.

Routes Nos. 4 and 36, Section No. 5.—Twin single-track tunnels are to be constructed in rock west of Sixth avenue, and single-track tunnels in rock under 59th and 60th streets, from midway between Park and Lexington avenues to midway between Third and Second avenues, and in 60th street between Fifth and Madison avenues. The remainder of the excavation is to be made by the usual cut and cover method, except a small portion in the southeast corner of Central park and in Central park west of Sixth avenue, where open cut excavation will be permitted within fenced enclosures.

The structures in 59th and 60th streets are to be built beneath the tracks of the New York Central Railroad at Park avenue, occupying the lower level crossing the Lexington Avenue subway now under construction.

Work was begun September 9th. A working platform and derrick was erected west of Sixth avenue near the east end of the rock tunnel and, in addition to driving the tunnel, open-cut excavation



BROADWAY-FIFTY-NINTH STREET SUBWAY. MOVING OF GENERAL SHERMAN STATUE TO TEMPORARY LOCATION IN CENTRAL PARK

has been in progress working towards Fifth avenue. The erection of a working plant and yard located in the Park plaza, between 59th and 60th streets, was begun October 14, 1914. The erection of this plant was practically completed and excavation started near the west side of Fifth avenue. A derrick was also erected in the southeast corner of Central park to facilitate the work of completing the open-cut work in the park. By-passing of the gas mains is in progress. The Sherman Monument was removed to a temporary location in Central park north of the line of the work.

About 3 per cent of the total estimated value of the work is completed.

The following tabulation gives the work done under the principal items of construction, on Sections Nos. 1, 2 and 5, of Routes Nos. 4 and 36, Broadway-Fifty-ninth Street line, from the beginning of construction to December 31, 1914, and the total estimated value of work completed during the same period:

Item	Unit	Section 1	Section 2	Section 5	Total
<i>Subway Construction</i>					
Earth excavation above M. H. W.	cu. yds.	158,662	9,704	13,298	181,664
Earth excavation below M. H. W.	cu. yds.	374			374
Rock excavation	cu. yds.	13,563	6,658	1,240	21,461
Underpinning bldgs. less than 7 stories	lin. front ft.	741	15		756
Underpinning bldgs. 7 to 12 stories	lin. front ft.	331			331
Tunnel excavation	cu. yds.			825	825
Concrete	cu. yds.	9,523		184	9,707
Rubble stone masonry	cu. yds.	54			54
Brick masonry	cu. yds.	191		12	203
Waterproofing	sq. yds.	5,295			5,295
Brick in asphalt mastic	cu. yds.	201			201
Tunnel ducts	duct ft.	70,700			70,700
Steel delivered	tons.	2,464		1	2,465
Steel erected	tons.	1,143		1	1,144
Street surface restored	sq. yds.	257			257
<i>Sewer Construction</i>					
Earth excavation	cu. yds.	2,286			2,286
Rock excavation	cu. yds.	26			26
Concrete	cu. yds.	20			20
Sewers constructed, all sizes	lin. ft.	1,293			1,293
		Subway construction		Sewer construction	
Section 1, total value of work completed, as estimated		\$1,203,759 56		\$19,084	
Section 2, total value of work completed, as estimated		125,737 10			
Section 5, total value of work completed, as estimated		92,176 30			

Sewer Work:— *Routes Nos. 4 and 36, Section No. 1.*— Sewer construction was begun June 10, 1914. 1,293 feet were built to December 31, 1914, comprising 46 per cent of the total on this contract.

The off-line sewers in 22d street west of Broadway and in 18th street east of Broadway were completed and street surface restored.

A 15-inch sewer was provided as an emergency outlet for the gate chamber in the Water Board shaft at 24th street and is to be carried along the east subway wall to the existing sewer in 23d street.

On the west side of Broadway, north of 24th street, 108 feet of special 3' 6" x 2' 4" egg-shaped cast-iron section were made necessary by the lack of sufficient clearance between the subway and building footings.

Routes Nos. 4 and 36, Section No. 2.— Sewer construction, involving 4,216 feet of new sewers to be built, not yet started on this section.

Routes Nos. 4 and 36, Section No. 3.— Contract plans have been completed for this section and the contract will be awarded early in 1915.

There are involved 7,375 linear feet of new sewers on this section.

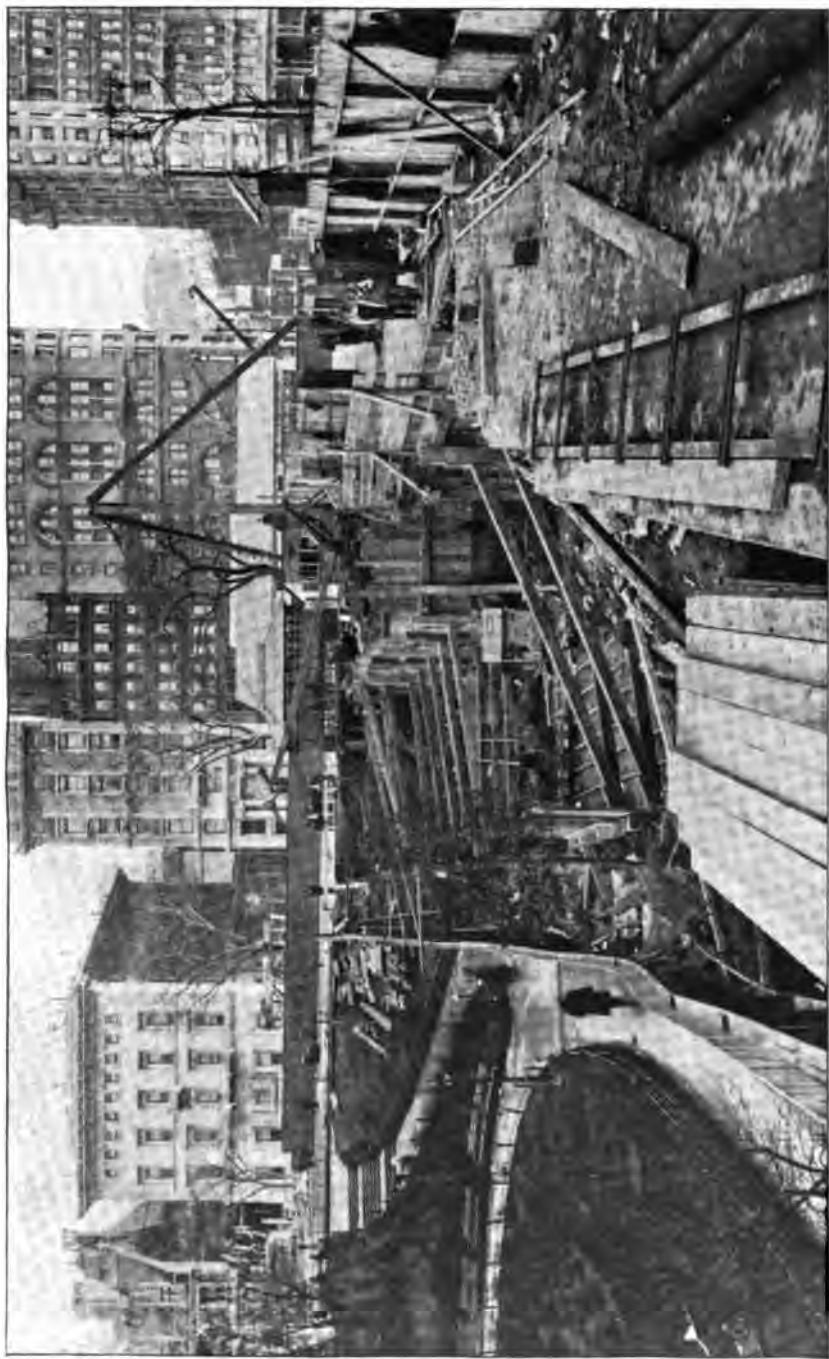
Routes Nos. 4 and 36, Section No. 4.— The contract plans of 1913 for this section were abandoned and new plans made. 4,431 feet of new sewers are to be built.

Routes Nos. 4 and 36, Section No. 5.— There are 6,216 linear feet of new sewers to be built on this section.

On 59th street between Fifth and Sixth avenues, four 24-inch cast-iron pipes cross under the subway to take the discharge from the Central Park lake overflow which is located about 250 feet to the east of the crossing.

WHITEHALL STREET-EAST RIVER-MONTAGUE STREET LINE, ROUTE No. 33

Plans:— This is a two-track subway connecting the Broadway-Fifty-ninth Street line with the Fourth Avenue subway in Brook-



BROADWAY-FIFTY-NINTH STREET LINE. CONSTRUCTION ON 50TH STREET IN CENTRAL PARK APPROACHING FIFTH AVENUE, SHOWING EXCAVATION FOR TRACK DIVERGING INTO 60TH STREET

lyn. It extends from Trinity place and Morris street under private property and Whitehall street to and under the East river to Montague street, extending thence via Montague, Fulton and Willoughby streets to Flatbush avenue extension. It is called Route No. 33, and is divided into three sections, Nos. 1, 2 and 3.

Route No. 33, Section No. 1.— This section has two tracks excepting for the portion covered by the station, which has three tracks with two island platforms. It extends from Morris street at Trinity place through private property to Broadway, under Broadway, crossing Bowling Green, and thence through Whitehall street to South street. The contract drawings were completed during the year, the contract awarded to Booth & Flinn, Ltd. Contract was executed June 17, 1914. Contract period, 32 months. Summary of bid, \$2,059,182. The contract has since been assigned to the Flinn-O'Rourke Company, Inc.

Where it passes through private property the structure has been designed for the support of 25-story office buildings, for which purpose of support the foundations of the subway structure will be carried to solid rock necessitating in some cases special foundation work. A large part of the southerly end of this contract will be executed by tunneling methods. The working drawings have been commenced.

Route No. 33, Section No. 2.— Extending from a point under South street at the foot of Whitehall street, Manhattan, to a point under Montague street, near Clinton street in Brooklyn, including a two-track connection to Route No. 45 (Nassau and Broad Street line), near the pierhead line in Manhattan; and also provision for a future Atlantic Avenue connection near Whitehall street. Contractor, Booth & Flinn, Ltd., and O'Rourke Engineering Construction Company. Assigned to the Flinn-O'Rourke Company, Inc. Contract executed July 16, 1914. Contract period, 42 months. Summary of contractor's bid, \$5,974,809.50.

The typical section consists of two single-track cast-iron tubes, 18 feet external diameter; in special cases tubes of 17 feet 2 inches and 23 feet external diameter are used.

Special features of design are the arch and tube construction at Broad Street connection to the Broad Street line; the future

Atlantic Avenue connection; the circular concrete shaft at the bulkhead line between the Broad Street and Whitehall Street lines, and the drifts connecting these lines to the shaft, and special provisions for ventilation. There is also a permanent shaft located at Furman and Montague streets, Brooklyn; two sump and pump chambers and ventilation chambers are also provided for.

Shop drawings for the permanent shaft at Furman and Montague streets were prepared from the contract drawings. At the contractor's request the shaft at Montague street is to be located 60 feet west of the position shown on the contract drawings. This change necessitated slight modification of the plans at the street surface. The shop drawings for the steel work of this shaft have been checked and the fabrication begun.

Alignment drawings have been prepared and working drawings are under way for the Atlantic Avenue connection under the ferry house of the 39th Street ferry; for the concrete shafts near the bulkhead of Pier No. 4 for the drift to the Whitehall Street line, and for the sump and pump chambers.

Plans and estimates were made for the timber protection around the shaft at Pier No. 4, Manhattan, the construction of which has begun.

Route No. 33, Section No. 3.— Extending from Clinton street, Brooklyn, on Montague street to Flatbush avenue extension, via Montague street, Fulton street and Willoughby street. For construction purposes it also includes that part of the two-track Interborough line on Fulton street from the end of Section No. 3, Route No. 48, at Liberty square to the Borough Hall connection with Contract No. 2, the present Interborough subway. Contractor for this section is the Flinn-O'Rourke Company, Inc. Contract executed October 9, 1914. Contract period, 36 months. Summary of contractor's bid, \$3,395,152.

Typical construction of the part of this line to be operated by the New York Municipal Railway Corporation, extending from Clinton street on Montague street to Willoughby street at Flatbush avenue extension, consists of two single-track cast-iron tubes 18 feet external diameter.

The station on Montague street is to be of the tube type with one island platform. Elevators are to be provided at the west end,

and escalators at the east end of the station, with a passageway leading to the upper mezzanine at Fulton and South streets which is common to both the New York Municipal Railway Corporation and the Interborough Rapid Transit Company lines. On Lawrence street, at Willoughby street, provision has been made for a crossover and fan chamber.

A part of this section on Fulton street from Liberty square to Pierrepont street, to be operated by the Interborough Rapid Transit Company, will consist of two single-track cast-iron tubes. The Fulton Street station and approach will be a double-deck structure, bent construction.

Alignment plans for this section have been started. An estimate is being prepared showing the division of cost between the Interborough Rapid Transit Company and the New York Municipal Railway Corporation.

Construction:—*Route No. 33, Section No. 1.*—The station on this section provides for three tracks, with two island platforms in Whitehall street between State and Bridge streets. It is to be constructed in rock tunnel; the depth of rock varies from 16 feet to 28 feet below the street surface, and the subgrade is from 55 feet to 49 feet below the surface, or 51 feet to 38 feet below mean high water. North of the station, the excavation is carried on by the usual cut and cover method through sand, gravel and rock to the south side of Bowling Green, thence by tunneling through similar materials to the west side of Broadway. Crossing Broadway the structure passes beneath the existing subway. Through private property, between Broadway and Trinity place, the permanent easements to construct and operate the railroad provide for strengthening the subway structure to support the column loads of future 25-story buildings to be constructed above it and for carrying the foundations to rock.

The work of construction was begun on July 9th. A portion of Bowling Green park was enclosed by a fence surrounding the contractor's shaft and working platform. Two shafts and a working platform were constructed at Stone street, and excavation was begun August 17th. The gas by-pass pipes were installed from Bridge street to Bowling Green and street decking placed. Excavation beneath the decking has been carried on continuously

from the Stone Street shafts, and underpinning buildings was begun at Stone street.

About 3 per cent of the total estimated value of the work is completed.

Route No. 33, Section No. 2.— Work was formally begun on October 13, 1914. The erection of the air compressing plants on each side of the river is nearly completed and a shaft has been sunk into the rock at the foot of Whitehall street, Manhattan, from which headings are to be started out under the river. Maximum air pressure present, thirteen pounds. No tunnel progress to date.

Route No. 33, Section No. 3.— Actual construction not yet begun. This contract covers the construction of two single-track, cast-iron lined, shield driven tubes extending from Clinton street under Montague, Fulton and Willoughby streets to Flatbush avenue extension; also two similar tubes extending from Clark street under Fulton street to Pierrepont street, thence as a double-deck steel bent and concrete structure to Willoughby street. Two stations are provided; an island platform station in Montague street, at Clinton street, and side platforms, super-imposed, in the Fulton Street station at Borough Hall. These stations are connected by a large mezzanine under Court street. Access to the deep station at Clinton street is obtained by means of two shafts. Ten entrances are provided; six leading to the mezzanine in Court street and two to each shaft in Montague street. A connection with the present subway at Borough Hall station will be made by an underground passageway.

Sewer Work:—*Route No. 33, Section No. 1.*—Sixty-three feet of sewers were built to December 31st, which with the sewer excavation comprises 40 per cent of the total sewer work on this section.

Route No. 33, Section No. 2.— Sewer construction on 132 feet of new sewers to be built on this section, not yet started.

Route No. 33, Section No. 3.— 1,729 feet of new sewers, when construction is under way, are to be built on this section.

CANAL STREET SUBWAY, ROUTE No. 20

Plans.— This line, which is a two-track subway, extends under Canal street from Broadway to the Bowery, connecting at Broadway with the two center tracks of the Broadway subway which are depressed for the purpose of this connection; and at the Bowery to the two northerly tracks on the lower deck of the Manhattan bridge. During the year contract drawings were completed, and the contract awarded to the Underpinning & Foundation Company, the lowest bidder. Contract was executed July 16, 1914. Summary of bid, \$1,822,994.25.

In preparing the contract drawings for this contract two types of construction for that part of the contract extending from Cortlandt alley to Centre street were used — one type was based on open cut method of construction, the other on tunneling methods; in the latter one track and one platform were to be encased in a single tube, the outside diameter of which was to be 25 feet 6 inches. The bids for the open cut method were materially cheaper than those based on the design to be excavated by tunneling methods.

The working drawings are about 50 per cent completed and some of the shop drawings have been checked.

Construction.— At the west end of the section, the structure joins the portion of the crosstown structure underlying the Broadway line and the previously described rail connection with the Broadway subway which was completed under contract Section No. 2-A, Route No. 5. The station between Cortlandt alley and Centre street is to be constructed beneath the existing subway structure in Lafayette street and in Centre street, and will be joined to the Canal Street stations on each of these lines and the station on the Broadway line by stairways and passageways. The support of the Centre Street Loop subway during construction is already provided, it having been placed in connection with the construction of that line. Support for the Lafayette Street subway operated by the Interborough Rapid Transit Company was not provided in advance, and the work of underpinning and maintaining it during construction will probably be the most difficult problem to be met on this section. East of Mulberry

street, the structure is contiguous to the existing two-track branch of the Centre Street Loop subway on the south side of Canal street, and the tracks of the two lines are to be connected by a crossover west of Elizabeth street.

Excavation is prosecuted by the usual cut and cover method and consists of sand and gravel. The cut is deepest at the west end of the station, where the depth is about 49 feet below the street surface, or about 37 feet below mean high water. From the east end of the station the grade rises to meet the Manhattan Bridge grade, and from the middle of the block between Mulberry and Mott streets, the subgrade line is above mean high water.

Work was begun August 6, 1914, at Harry Howard square, where a working plant was erected; a shaft and working platform was also erected at the northwest corner of Centre street. The excavation of the upper lift, averaging about 12 feet deep, was in progress between Lafayette and Mott streets. By-passing of the gas mains was completed, with the exception of those at the Bowery intersection, and the work of underpinning buildings was begun between Lafayette and Centre streets. Rapid progress has been made.

About 10 per cent of the total estimated value of the work is completed.

Sewer Work.—Sewers are to be built on this contract to the extent of 1,530 feet, exclusive of the maintenance of the 7-foot circular and 7' 6" x 6' $\frac{3}{4}$ " trunk sewers adjacent to the building on the north side of Canal street between Mulberry and Mott streets.

Sewer construction drawings are well advanced.

NASSAU-BROAD STREET LINE, ROUTE No. 45

Plans:—A two-track line, furnishing an additional tunnel connection to Brooklyn for the New York Municipal Railway Corporation, leaves the Municipal Building station of the Brooklyn Loop Line and passes under Park row, Nassau and Broad streets, in Manhattan, thence to a junction with the Whitehall Street line which crosses under the East river to Brooklyn and thence under Montague street to a connection with the Fourth

Avenue subway. This is considered a temporary connection. When the traffic warrants it this line will extend south under the Whitehall Street line and the existing subway and will cross under the East river, there connecting with the Atlantic Avenue line.

Section No. 1.— Extends from the Municipal Building along Nassau street to Maiden lane. A crossing under the tracks connecting with the Brooklyn bridge, and the support of elevated railroad columns, will have to be accommodated in the design. The narrowness of Nassau street necessitates an unusual station design. The tracks will be on two levels, and so placed that the station platform for upper level track will be over the lower track, and the platform for lower level will be placed underneath the upper track. This results in a considerable saving in excavation.

Section No. 2.— This section extends from Maiden lane, along Nassau and Broad streets, to South street. There will be a large station on Broad street at Wall street. Owing to the curves in the street at this point, quite a problem presents itself, in trying to construct the station platform without sharp curves. A large part of the section will be of cast-iron tunnel construction. Studies for construction drawings are now under way.

Sewer Work:— *Sections Nos. 1 and 2.*— Contract drawings for this route are well advanced. 5,465 feet of new sewers are involved on Sections Nos. 1 and 2 of this route. This total includes an off-line sewer 400 feet long to be built on John street from Nassau to William street.

THE FOURTH AVENUE SYSTEM, IN BROOKLYN

Plans:— This system of rapid transit lines in Brooklyn consists of the main line which begins at the Brooklyn end of the Manhattan bridge and extends southerly under the Flatbush avenue extension, Fulton street, Ashland place and Fourth avenue to 86th street, with connections and branches as follows:

- (1) The Whitehall Street-East River-Montague Street line from Manhattan, Route No. 33, connects to it, in Brooklyn, at Willoughby street and Flatbush avenue extension, and permits operation of trains from the Broadway-Fifty-ninth Street line in Manhattan to Bay Ridge and Coney Island.

- (2) A two-track extension known as Route No. 12, extends via St. Felix street and Flatbush avenue to a connection with the Brighton Beach line near Malbone street.
- (3) A line at 38th street (Section No. 1, Route No. 39) branches from this subway and provides a connection to the New Utrecht Avenue line (Section No. 2, Route No. 39) and to the Gravesend Avenue line (Route No. 49) to Coney Island.
- (4) A connection is also provided at 65th street and Fourth avenue to permit of operation of trains to Coney Island by way of the Sea Beach line.

That portion of the Fourth Avenue subway, between Manhattan bridge and 40th street at Fourth avenue, now completed, designated as Sections Nos. M-B-Ex. 1, 9-C-1, 11-E-1 and 11-A-1, 11-A-2, 11-A-3 and 11-A-4, was under way sometime before the Dual Subway contracts were executed, construction having started in November, 1909. Additional crossovers are now to be provided in the second section, known as Section No. 9-C-1, at DeKalb avenue to accommodate operation desired by the New York Municipal Railway Corporation. Route No. 11-B, Sections Nos. 1 and 2, cover the part on Fourth avenue south of 40th street to 86th street.

Section No. 9-C-1, Additional Crossovers.— In order to provide greater flexibility of train operation north of DeKalb Avenue station on Flatbush avenue extension, the New York Municipal Railway Corporation requested that additional crossovers be constructed at the northerly end of DeKalb Avenue station. The change in structure for these crossovers was approved by the Commission, and the contract drawings were prepared during the year. The contract was advertised and bids opened on December 1, 1914. There were nine bidders, and the summary of the lowest bid was that of Samuel Beskin, amounting to \$133,947.46. The time allowed in the contract for the completion of this work is 7 months, excepting that for the street surface restored, 11 months are allowed. This contract will necessitate considerable change in the structure already constructed, and while not a large contract it is nevertheless a very difficult one.

Route No. 11-B, Section No. 1.— This is a four-track subway extending under Fourth avenue from about 40th street to about 61st street. Contractor, Degnon Contracting Company. Contract executed October 4, 1912. Summary of bid, \$1,930,258.50. Contract period, 24 months. Construction drawings were completed for this section.

The contract for station finish on this section was awarded to the Station Construction Company, and the work is under way.

Route No. 11-B, Section No. 2.— This is a two and four-track subway extending from about 61st to 86th street. Contractor, Degnon Contracting Company. Contract executed October 4, 1912. Summary of bid, \$1,904,171.25. Period of contract, 24 months. Construction drawings were completed for this section.

The work on this section required changes to be made in the Sea Beach line.

The contract for station finish on this section and Section No. 1 was awarded to the Station Construction Company, and the work is under way.

Route No. 39, Section No. 1.— This section covers the turnout from the Fourth Avenue subway near 38th street and extends to about Tenth avenue and 38th street. The tracks are in subway, open-cut and on elevated structure, and with other Brooklyn Rapid Transit tracks pass through private property between 37th and 38th streets. Elaborate plans are made for this locality for the interchange of traffic between the various lines and a large yard is to be provided. On account of difficulty of separating this work of changes to the Brooklyn Rapid Transit lines from that for the City-built lines, Modifying Agreement No. 1, of Contract No. 4, was executed to permit the New York Municipal Railway Corporation to do the reconstruction work of the Fourth Avenue line from 33d street and Fourth avenue for this connection and of the lines to Tenth avenue.

Construction drawings were completed for the reconstruction of the Fourth Avenue subway between 33d street and 38th street, including plans for the refabrication of old material. Drawings prepared by Jacobs & Davies, Inc., consulting engineers for the New York Municipal Railway Corporation, for work on 38th

street between Fourth avenue and Tenth avenue, were approved.

The alignment of this line was moved north about forty feet. Estimates were made of the saving due to the shifting of the line east of Seventh avenue.

Route No. 39, Section No. 2.— This is a three-track elevated line beginning at about Tenth avenue and 38th street and extending over Tenth avenue, New Utrecht avenue, private property, 86th street and Stillwell avenue from 38th street to Avenue Y, where a connection is to be made to a Brooklyn Rapid Transit line to Coney Island. The original plan provides for this line to extend over Stillwell avenue to Surf avenue, Coney Island. The construction between Avenue Y and Surf avenue is temporarily suspended. This contract was executed December 31, 1913. Contractor, Post & McCord, Inc. Summary of bid, \$1,672,190. Contract period, 18 months.

Working drawings are practically completed but have not been issued for the portion on Stillwell avenue, as the City has not acquired title to the street. Shop drawings have been approved for about 50 per cent of the section. Delay has been experienced in obtaining easements on right of way of the Nassau Electric Railroad Company at various points. This has delayed the issuing of plans at these points.

Route No. 49.— This is a three-track elevated line. It begins at a point near Tenth avenue and 37th street where it connects to the spur from Fourth avenue and continues along private property south of 37th street, crossing intersecting streets and private property into Gravesend avenue and extends over and along Gravesend avenue to Surf avenue. Part of this line between Surf avenue and Avenue X may be temporarily omitted, and a connection made with the present Brooklyn Rapid Transit Culver line to Coney Island.

Section No. 1 of this Gravesend Avenue line begins in private property on the southerly side of 37th street near Tenth avenue in the Borough of Brooklyn, and continuing thence over private property parallel to 37th street, and intersecting streets to Gravesend avenue; thence continuing southerly over Gravesend avenue to a point about 240 feet south of the intersection of Gravesend

avenue and the southerly building line of Twenty-second avenue produced. Contract drawings and specifications for this section are under way and will be completed early in 1915.

Section No. 2 begins at a point in Gravesend avenue, in the Borough of Brooklyn, about 240 feet south of the intersection of the center line of Gravesend avenue and the southerly building line of Twenty-second avenue produced, and extending thence southerly over and along Gravesend avenue to a point in Gravesend avenue near the intersection of the center line of Gravesend avenue and the southerly building line of Avenue X produced, where a temporary connection will be made with the present Brooklyn Rapid Transit line. Contract drawings and specifications are under way and will be completed early in 1915.

Route No. 12.— This route is known as the Flatbush Avenue-St. Felix Street line. The extension from the Fourth Avenue subway via St. Felix street and Flatbush avenue to a connection with the Brighton Beach line at Malbone street is included in Route No. 12, the Eastern Parkway route. The sections containing the Interborough as well as New York Municipal tracks have been described heretofore. Sections Nos. 1-B and 2-A contain New York Municipal tracks only.

Section No. 1-B of this route includes that part of the St. Felix Street line extending south from the north building line of Hanson place, a distance of about 688 feet, and passing under Hanson place, the Long Island Railroad Company's station and Atlantic avenue to a point in private property south of Atlantic avenue.

Contract drawings for this section were completed last July, but are being redrawn to make it possible for the contractor to do the work without going in on the Long Island Railroad tracks and platform. It is the intention to have the Long Island Railroad Company provide, directly under its tracks, a reinforced concrete slab of requisite strength to carry all superimposed column and train loads. This slab is to form the roof of the subway station which is to be built below. The contractor for the subway station is to carry on all his work underneath this slab so as not to interfere with the Long Island Railroad Company's traffic.

The contract for this section will be ready for advertising early in 1915.

Section No. 2-A of Route No. 12 extends as a two-track line under Flatbush avenue from the east end of Section No. 1-A under Prospect Park plaza to a point near the junction of Flatbush and Ocean avenues, where a connection is to be made with the Brighton Beach line. Contract drawings are now being prepared, and this section will be ready for advertising early in 1915.

Construction:—*Route No. 11-B, Section No. 1.*—Excavation was begun at 61st street on March 15, 1913, and is now practically completed. The structure is complete from 43d street to 59th street, and the backfilling is practically completed within the same limits. The concrete was mixed by two Foote batch mixers of $\frac{1}{2}$ and $\frac{3}{4}$ cubic yards capacity respectively. They were mounted on trucks and driven by electricity. Sand and broken stone were delivered by barge to the dock at the foot of 52d street and distributed to the side streets adjoining Fourth avenue by truck. The concrete was mixed at the nearest intersecting street to the forms. The sand and broken stone were wheeled to the mixer in carryalls and the concrete moved to the forms in Ransome buggies. The steel was delivered on the work by cars operated over a 3-foot gauge tramway from the yard at the foot of 65th street, to which point the steel was delivered via the Long Island Railroad.

The contract time expired on October 4, 1914, but the Commission granted a six months' extension of time to complete the contract. About 85 per cent of the total estimated value of the work is completed.

The following tabulation gives the work done under the principal items of construction, from the commencement of work on this section to December 31, 1914, and the total estimated value of work completed during the same period:

Excavation above M. H. W.....	399,988 cu. yds.
Rock excavation	2,690 cu. yds.
Concrete	48,270 cu. yds.
Steel delivered	7,446 tons
Steel erected	7,233 tons
Waterproofing ply	92,165 sq. yds.



FOURTH AVENUE SUBWAY. REFUGE NICHES IN CONCRETE SIDEWALL, FOURTH AVENUE, BROOKLYN

Brick and mastic.....	1,220 cu. yds.
Hollow tile	105 cu. yds.
Ducts, 4-way	66,925 lin. ft.
Underpinning buildings	428 lin. ft.

Total value of work completed, as estimated, \$1,582,970.86.

Route No. 11-B, Section No. 2.—Excavation was begun at 86th street on January 24, 1913, with a sixty-ton steam shovel, which, together with a small full swing steam shovel and two ten-ton derricks, has done all of the excavation, 95 per cent of which has been completed. The concrete was mixed by a Foote batch mixer and a Ransome mixer, both mounted on trucks and each of about $\frac{1}{2}$ cubic yard capacity. Sand and broken stone were delivered by barge to the foot of Bay Ridge avenue and distributed to the side streets adjoining Fourth avenue by truck. The mixers were moved from place to place as required and the sand and stone wheeled to them in carryalls. The concrete was moved to the forms in Ransome buggies. Steel was delivered on the work in the same manner as on Section No. 11-B-1 by means of a 3-foot gauge tramway. The structure is complete from 68th street to 87th street and the backfilling is completed within the same limits.

The following tabulation gives the work done under the principal items of construction, from the commencement of work on this section to December 31, 1914, and the total estimated value of work completed during the same period:

Excavation above M. H. W.	331,140 cu. yds.
Rock excavation	171 cu. yds.
Concrete	38,900 cu. yds.
Steel delivered	6,853 tons
Steel erected	4,797 tons
Waterproofing ply	83,780 sq. yds.
Brick and mastic.....	777 cu. yds.
Hollow tile	1,030 cu. yds.
Ducts, 4-way	17,950 lin. ft.

Total value of work completed, as estimated, \$1,292,876.37.

Route No. 11-B, Sections Nos. 1 and 2.—The station finish work on these two sections includes the construction of station finish work on the 45th Street, 52d Street, 59th Street, Bay Ridge Avenue, 76th Street and 86th Street stations.

The Station Construction Company, to which company this contract was let on August 6, 1914, has sublet practically all of the work to different contractors. Contract price, \$251,133.73.

Owing to delays in the original construction contracts, the Station Construction Company was unable to begin work until November 10, 1914, on which date Lasette & Murphy, subcontractors for the plumbing work, made the water connection for the 45th Street station.

Fourth Avenue Subway, Main Line, Tracks and Third Rail.—Contract for the laying of track was let in July, 1914, to the Thomas Crimmins Contracting Company for approximately \$210,880, providing for the installation of all tracks from the east pin center of the Manhattan bridge to 86th street, Brooklyn. The materials for track are furnished by the City. Work was begun in August, and to date is practically completed from the bridge to 32d street, with the exception of some special type track at stations and special work required for crossovers. Beyond 32d street the construction work in progress at certain points is not sufficiently advanced to permit the laying of track, but it is expected that this will soon be completed.

The installation of the third rail by the New York Municipal Railway Corporation, together with the signal and other equipment, is in progress and will soon be ready for operation.

Route No. 39, Section No. 1.—Work on this section was begun on February 3, 1914, by the New York Municipal Railway Corporation under direct charge of Messrs. Jacobs & Davies, consulting engineers. It is being executed on a force account basis and will cost approximately \$1,800,000. It includes the reconstruction of the 36th Street station of the Fourth Avenue subway, the construction of a turnout into the Culver cut at 38th street, and the reconstruction of the Culver cut between Fourth and Tenth avenues, part of which will be a subway and part an open cut. The Fourth avenue portion is a four-track subway.

Excavation and the work of demolishing the old concrete on Fourth avenue is complete and the reconstruction well under way. The retaining walls between Fourth and Fifth avenues are completed. The excavation between Fifth and Tenth avenues was



BROADWAY-FOURTH AVENUE SUBWAY. 38TH STREET CUT—OLD TUNNEL PORTAL AND STEAM SHOVEL EXCAVATION NEAR SIXTH AVENUE



made by two 70-ton steam shovels. The spoil was removed by standard gauge locomotives and dump cars and was used to fill in the Dycker meadows south of 86th street. About 57 per cent of the estimated value of the work is completed.

The following tabulation gives the work done under the principal items of construction, from the commencement of work on this section to December 31, 1914, and the total estimated value of work completed during the same period:

Excavation above M. H. W.	171,810 cu. yds.
Concrete	14,375 cu. yds.
Steel delivered	2,100 tons
Steel erected	338 tons
Waterproofing ply	29 sq. yds.
Brick and mastic	4 cu. yds.
Ducts, 4-way	9,500 lin. ft.
Underpinning buildings	40 lin. ft.

Total value of work completed, as estimated, \$1,026,000.

Route No. 39, Station No. 2.—Work on the construction of the column footings was begun on April 2, 1914, at 43d street and New Utrecht avenue. The subgrade of the column footings is above mean high water until Twenty-third avenue and 86th street is reached. From this point to the end of the contract the subgrade of the column footings is all below mean high water. Piles will be used from Twenty-fifth avenue and 86th street to the end of the contract. The concrete footings have been placed on New Utrecht avenue from 39th street to 81st street, and on 86th street from Nineteenth avenue to Twenty-fifth avenue. About 29 per cent of the total estimated value of the work is completed.

The following tabulation gives the work done under the principal items of construction, from the commencement of work on this section to December 31, 1914, and the total estimated value of work completed during the same period:

Excavation above M. H. W.	41,900 cu. yds.
Concrete.	8,208 cu. yds.
Steel delivered	9,423 tons

Total value of work completed, as estimated, \$557,525.

Sewer Work:— *Route No. 11-B, Section No. 1.*—During the year 2,351 linear feet of sewers were built, making a total to December 31, 1914, of 2,957 linear feet or 60 per cent of the entire sewer work on this section.

Route No. 11-B, Section No. 2.—During the year 4,399 linear feet of sewers were built, making a total to December 31, 1914, of 5,447 linear feet or 68 per cent of all the sewer work on this section.

Route No. 39, Section No. 1.—Sewer work on this section when under way will involve the construction of 2,178 linear feet of new sewers, including 659 feet of 24-inch off-line sewer in 38th street.

Route No. 39, Section No. 2.—Sewer work on this section was begun June 1, 1914, and is practically completed. This work was necessitated by interference of column footings with the existing sewers, and comprised 97 linear feet of sewer reconstruction; six manholes; three receiving basins, and five inlets and basins.

Sewer plans were prepared for the above work during the year.

14TH STREET—EASTERN LINE, ROUTE No. 8

Plans:—This is a two-track line which extends from 14th street west of Sixth avenue, Manhattan, thence through 14th street crossing the East river to North 7th street, Brooklyn; thence extending through North 7th street, Metropolitan, Bushwick and Johnson avenues and private right of way to East New York at the intersection of Broadway and Fulton street, Brooklyn. It is partly in subway and partly an elevated line. It is divided into six sections, Nos. 1 to 6 inclusive.

Section No. 1.—Considerable progress has been made on the contract drawings for this section which extends in subway from a point 300 feet west of Sixth avenue to Irving place.

Section No. 2.—The contract drawings for this section, which extends in a subway from Irving place to midway between Avenues B and C, are about 10 per cent completed.

Section No. 3.—This section, which comprises the river crossing and which is undoubtedly the most difficult of all the contracts

for this line, extends in a subway from midway between Avenues B and C on 14th street, Manhattan, to North 7th street at Bedford avenue in the Borough of Brooklyn. The contract drawings have been commenced, and it is expected that in the early spring the contract will be advertised.

Sections Nos. 4, 5 and 6.—Some progress has been made on the contract drawings for these sections. Changes in route have been proposed on this line, and work is retarded pending settlement of these questions.

Sewer Work.—For the sections involved in this route, sewer studies have been completed, and plans for Section No. 1 are in preparation.

QUEENS BOROUGH EXTENSIONS

Two tracks from the Broadway-Seventh Avenue line will cross over the Queensboro bridge and join the tracks from the Steinway Tunnel and the Second Avenue "L" at the plaza, and will provide for the operation of the New York Municipal trains to Astoria and Corona over the Interborough tracks. The Dual Subway contracts reserve this right to the New York Municipal Railway Corporation.

COMPANY CONTRACTS, NEW YORK MUNICIPAL LINES

THIRD-TRACKING ELEVATED RAILROADS

Plans:—The third-tracking of the present New York Municipal Railway Corporation elevated lines includes an additional track on the Fulton Street line from Tillary street over Fulton street, Van Sinderen avenue, Pitkin avenue and Liberty avenue to the borough line near Drew avenue; on the Broadway line from Havemeyer street over Broadway, Fulton street and Crescent street to Jamaica avenue, and on the Myrtle Avenue line from Broadway over Myrtle avenue to Wyckoff avenue.

The work consists of widening the structure to accommodate an additional track and strengthening it to allow the operation of heavier equipment proposed by the New York Municipal Railway Corporation. Plans for this work are being prepared by the company and require the approval of the Commission. Contracts for

the work are being let on a unit-price basis after competitive bidding.

Fulton Street Line.—Plans for the third-tracking of this line on Fulton street from Nostrand avenue to Sackman street have been prepared by the company and approved by the Commission. The contract has been awarded for furnishing steel and also for the reconstruction of this line. The lowest bids were: Steel work, Milliken Bros., \$466,800; Reconstruction, Terry & Tench Company, \$463,871.50.

Plans for the remainder of this Fulton Street line have not been submitted to the Commission for approval. The agitation of property owners to have the elevated structure removed from Fulton street in central Brooklyn has delayed the preparation of plans west of Nostrand avenue. This matter is now before the Commission and the City Plan Committee.

Broadway Line.—Plans have been prepared by the company for an additional track on the Broadway line from Marcy avenue to Myrtle avenue and approved by the Commission. The contracts for the furnishing of steel and the reconstruction have been awarded. The lowest bids were: Steel Work, McClintic-Marshall Company, \$193,000; Reconstruction, Terry & Tench Company, \$321,305.70.

Plans for the remainder of this line have not been submitted for approval.

Myrtle Avenue Line.—For the third-tracking of this line, the New York Municipal Railway Corporation has not yet submitted plans for approval.

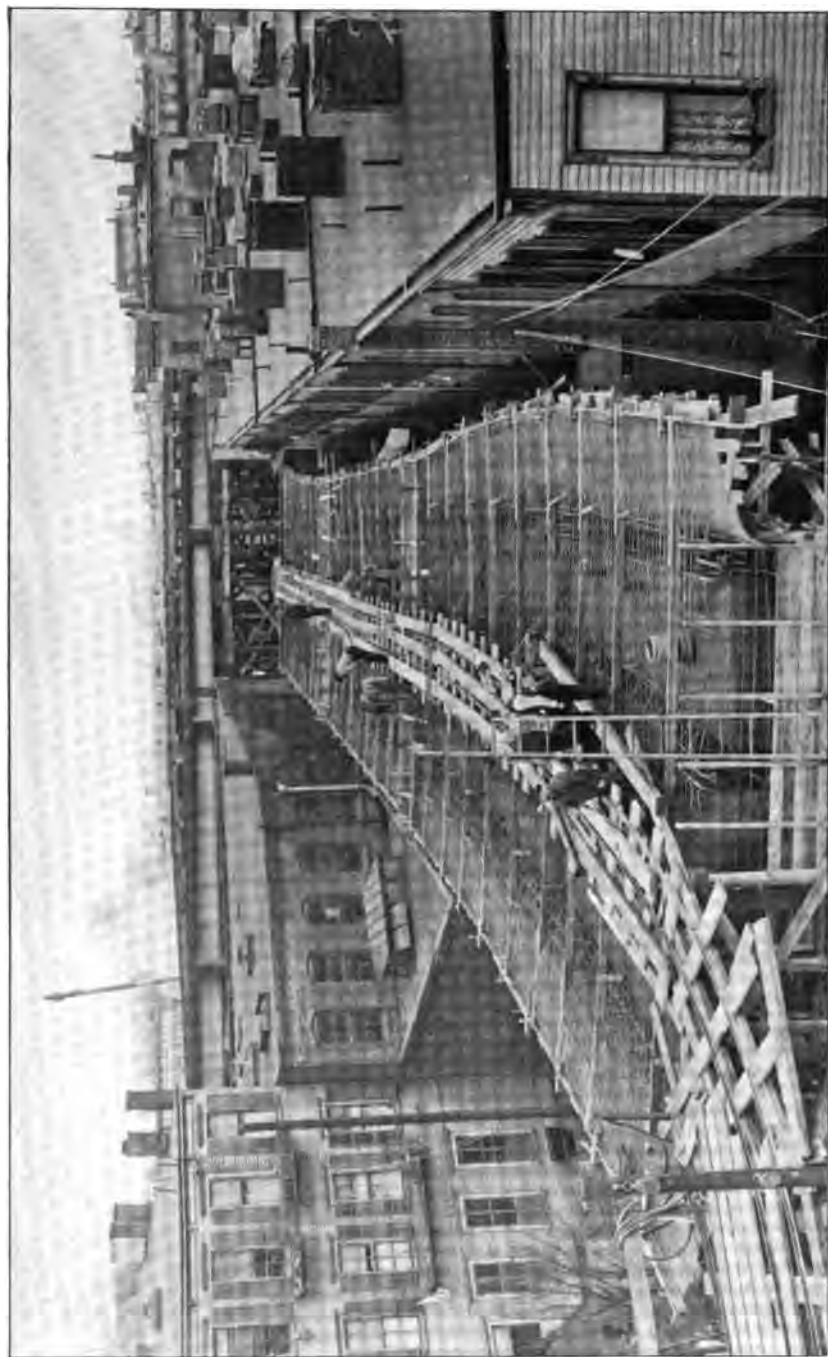
Construction:—*Fulton Street Line.*—The work in connection with the third-tracking of this line, which was begun on June 25, 1914, consists in strengthening and widening the existing structure so as to provide a third track from Nostrand avenue to Sackman street. The proposed alterations involve approximately 12,400 linear feet of structure. The work includes the removal of the existing columns and cross girders and the raising of the old longitudinal girders to their new grade and the erection of new structural steel. The work of reinforcing the existing column foundations has been completed and the erection of new structural steel is in progress.



RECONSTRUCTION, FULTON STREET ELEVATED LINE. POSITION OF NEW GIRDERS BENEATH TRACKS NEAR UTICA AVENUE



BROADWAY-MYRTLE AVENUE CONNECTION. INCLINE FROM MYRTLE AVENUE TOWARD BROADWAY



BROADWAY-MYRTLE AVENUE CONNECTION. FORMS AND REINFORCING RODS, REINFORCED CONCRETE CONSTRUCTION FOR TRACK DECK BETWEEN BROADWAY AND MYRTLE AVENUE, BROOKLYN

Broadway Line.—Existing structure to be strengthened and widened so as to provide for an additional track in Broadway between Havemeyer street and Myrtle avenue. The work includes the removal of certain portions of the existing structure and the rearrangement and reinforcement of certain other portions, and the reconstruction of some of the existing column foundations. Work was begun on November 2, 1914.

Plans:—Broadway-Myrtle Avenue Connection.—This line consists of a two-track elevated connection from the Broadway line of the New York Municipal Railway Corporation to the Myrtle Avenue line of the same company, to permit the operation of trains over the Williamsburg bridge from Broadway to Myrtle avenue, and thence over Myrtle avenue to Ridgewood and Lutheran cemetery. The contract for this connection was awarded in 1913 to the Terry & Tench Company. Summary of bid, \$110,411.50.

Construction.—This work was begun on August 1, 1913, and completed during July, 1914, and the connection placed in operation on July 29, 1914. The connection tracks turn out from the Broadway structure at grade, pass through a private right of way and reach the level of the tracks in Myrtle avenue by an undergrade approach. The portion of the structure passing through the private right of way is of reinforced concrete construction, and the remainder is of the usual stringer and girder construction.

Plans:—Liberty Avenue Line.—This line consists of a three-track elevated structure approximately 2.2 miles long, commencing at a point in Liberty avenue at the dividing line between the Boroughs of Brooklyn and Queens, where connection will be made with the Fulton Street line of the New York Consolidated Railroad Company, running thence easterly along Liberty avenue in the Borough of Queens to Lefferts avenue.

Plans for this line were prepared by the New York Municipal Railway Corporation in 1913 and approved by the Commission. The contract was awarded in 1914 for the construction of this line to the Phoenix Bridge Company. Summary of contractor's bid, \$707,661.

Construction.— Work of excavation was begun on March 31, 1914, and the erection of steel on June 20, 1914. The contractor is not required to provide or lay permanent track. The concrete foundations for the columns of the structure have been completed, and about 50 per cent of the steel has been erected.

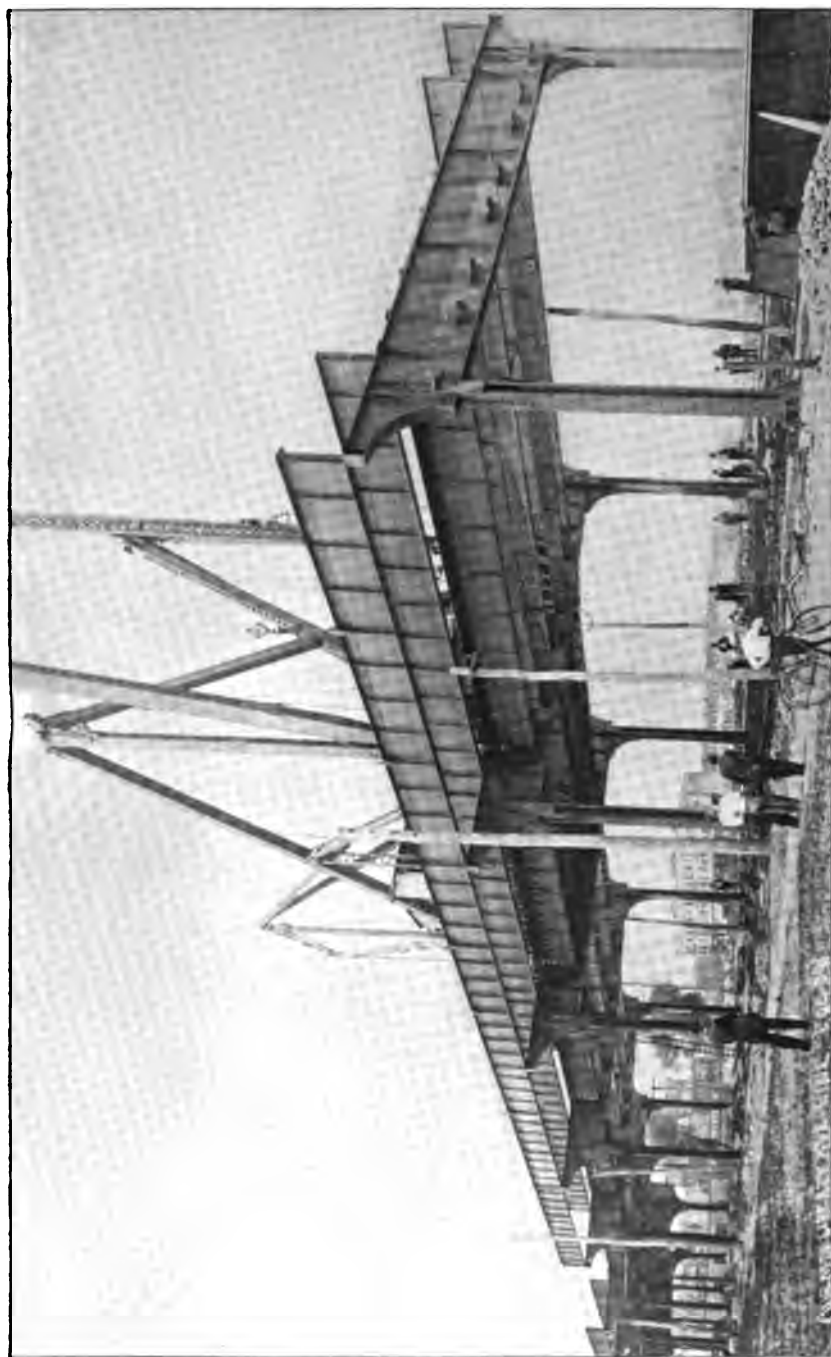
Plans:— *Jamaica Avenue Line.*— This line consists of a three-track elevated extension of the Broadway line of the New York Municipal Railway Corporation, beginning at Crescent street and extending over Jamaica avenue to Cliffside avenue (Grand avenue). Preliminary plans for this line have been prepared by the New York Municipal Railway Corporation and approved as to general features. The company is now preparing contract drawings for this route.

Jamaica avenue, east of Myrtle avenue, had been laid out as a 100-foot street, although the present width varies from 66 feet to 80 feet. No action had been taken by the City towards acquiring the additional property needed for this widening, and no plans could be prepared for this line until the property was acquired or action taken maintaining the present widths. The matter having been referred to the Board of Estimate and Apportionment, that Board rescinded their previous action and established the present street widths as final.

This line crosses the tracks of the Long Island Railroad at three points, two being over passenger lines and one over a freight line. The Long Island Railroad requested a clear headroom of 18 feet above their top of rail for their passenger lines and 21 feet over their freight line. As a result of hearings on this question their request was granted.

Lutheran Cemetery Line.— This line extends as a three-track elevated extension of the Myrtle Avenue line from Wyckoff avenue over private right of way to Fremont street. Operation over this line is to replace the operation of rapid transit trains over the present private right of way with grade crossings. This line is divided into two sections, as follows:

Section No. 1.— A three-track elevated line from Wyckoff avenue to a point west of Fresh Pond road. The length of this



LIBERTY AVENUE LINE. ERECTION OF STEEL AT HUDSON AVENUE STATION



LUTHERAN CEMETERY LINE. COMPLETED STEEL ELEVATED STRUCTURE, NEAR SENECA AVENUE

section is about 4,485 feet. The contract was awarded in 1913 to the Cooper & Evans Company. Summary of bid, \$245,870.

Section No. 2.—A three-track elevated line from a point west of Fresh Pond road to Fremont street together with the reconstruction of the present surface platforms for trolley operation and reconstruction of inspection shed and yard. The length of this section is 1,325 feet. The contract was awarded in 1913 to F. W. Burnham. Summary of bid, \$143,225.40.

Construction:—*Section No. 1, Lutheran Cemetery Line.*—The construction of this section was begun on September 2, 1913, and completed in June, 1914.

Section No. 2, Lutheran Cemetery Line.—Work on this section was started on March 2, 1914, and completed in November, 1914.

Station Construction:—*Lutheran Cemetery Line.*—Consists of the construction of elevated railroad stations at Seneca avenue, Forest avenue and Fresh Pond road. The work includes the erection complete of station buildings, stairways and approaches, concrete passenger platforms with canopies and concrete track decks. The work is being performed by F. W. Burnham under a contract with the railway company dated July 22, 1914. Work was begun on July 30, 1914, and is about 90 per cent complete.

Installation of Track and Line Equipment:—*Liberty Avenue and Lutheran Cemetery Lines.*—This consists of installing track and line equipment on the Liberty Avenue line from the Brooklyn borough line to a point in Liberty avenue near Lefferts avenue, and on the Lutheran Cemetery line from a point near St. Nicholas avenue to the terminus of the line near Metropolitan avenue; and the construction of a temporary connecting structure between the existing Myrtle Avenue Elevated line and the new elevated structure of the connection between the Lutheran Cemetery line and the Myrtle Avenue Elevated line near Cypress avenue. The work is being performed by the Empire Construction Company under a contract with the railway company dated September 25, 1914. Work was begun at St. Nicholas avenue on October 8, 1914.

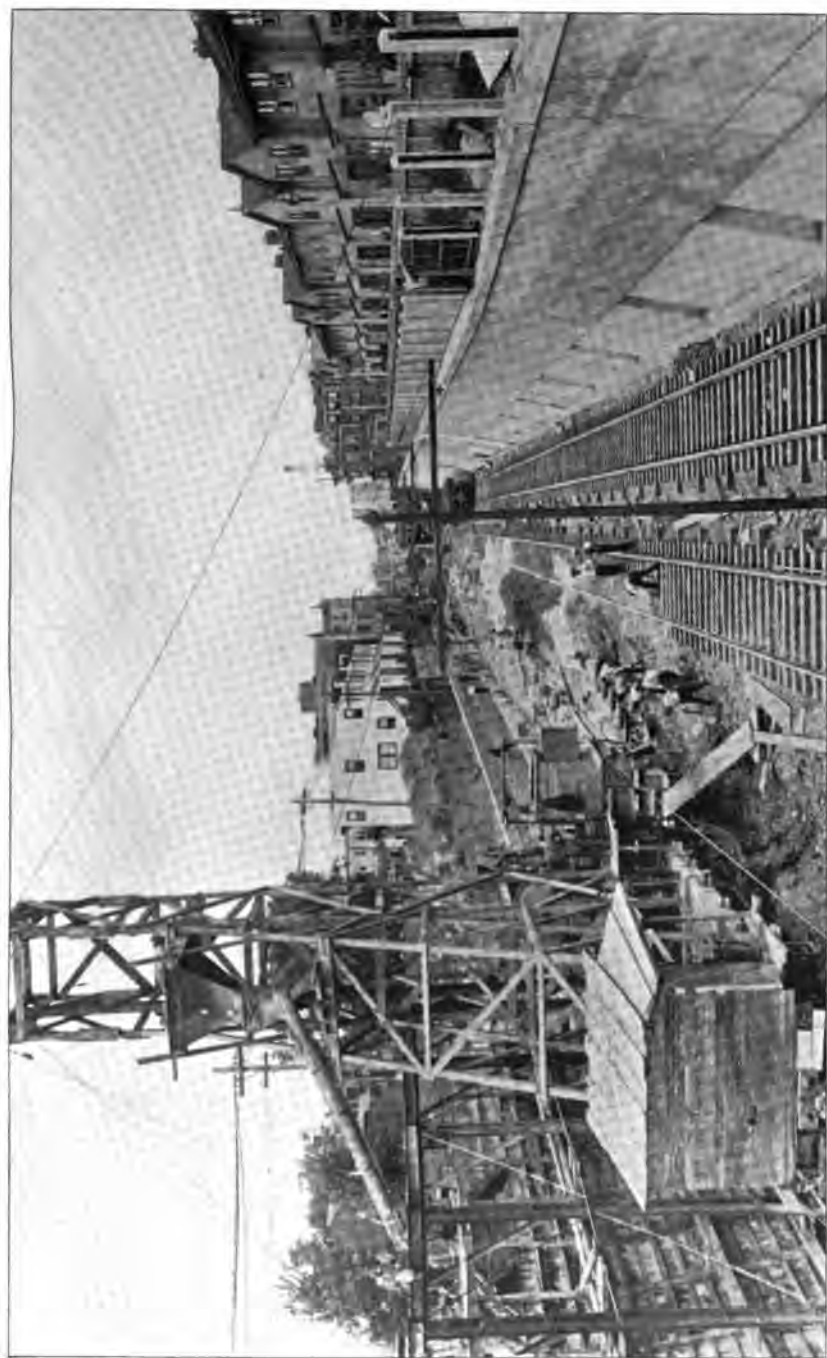
SEA BEACH LINE RECONSTRUCTION

Plans.— Consists of depressing the present Sea Beach line and increasing the number of tracks from two to four between Fourth avenue and 86th street, together with the construction of retaining walls, stations, platforms and under-grade crossings. Plans for this work were submitted by the New York Municipal Railway Corporation and approved by the Commission.

Construction.— The work of reconstructing this line is being performed by Geo. W. McNulty, Inc., under a contract with the railway company dated October 6, 1913. The work of excavation was begun on October 22, 1913. Under date of August 19, 1914, Geo. W. McNulty, Inc., entered into an agreement with the railroad company for additional work on this line. The additional work to be done under this supplemental contract consists of installing two additional tracks from Fourth avenue to 86th street, together with third-rail equipment and stone ballast; installing an additional draining system for the right of way and the installation of conduits and outlet boxes in the concrete canopy roof of stations for lighting.

The Wilson & English Construction Company have a contract dated July 21, 1914, for the construction of retaining walls along the line dividing the right of way of the Long Island Railroad Company and the New York Consolidated Railroad Company; the removal of the existing railroad bridge over the tracks of the Long Island Railroad Company between Seventh and Eighth avenues and the erection of a new concrete and steel railroad bridge at this point; the construction of concrete and steel highway bridges at Fifth, Seventh, Eleventh and Fort Hamilton avenues. The work of excavation is practically completed and the construction of the retaining walls and bridges about 90 per cent complete.

Sewer Work.— Sewer work on this line has steadily advanced during the year and is now practically completed. There are two inverted sewer siphons in connection with this work, one at Twentieth avenue and the other at 65th street between Twenty-first and Twenty-second avenues. These two siphons are now in



SEA BEACH LINE—19TH AVENUE—CONCRETE MIXING AND PLACING. FINISHED RETAINING WALL AND REINFORCED CONCRETE FENCE

operation. There has been built to date 3,531 linear feet of sewer. Plans for the work were prepared by the Municipal Railway Corporation and the construction supervised by the Public Service Commission.

RAPID TRANSIT EQUIPMENT

The Electrical Engineer for the Commission, in charge of the Bureau of Equipment Inspection, has had to do with all details of equipment under the Dual System contracts, reporting in connection therewith to the Chief Engineer. The work so covered is described as follows:

Pursuant to the terms of Contract No. 4, the New York Municipal Railway Corporation during the past year has submitted plans, specifications, and forms of contract to the Commission, for its approval; also recommendations as to the awarding of contracts and all agreements between it and other companies for the purchase of power, the rental of real estate, etc.

Plans, specifications and contracts have been approved by the department, or recommendations regarding the same have been made to the Commission covering cars, substation buildings, substation equipment, cables for power distribution system, station and tunnel lighting, installation of contact rails for the railroad, constructed railroads and extensions thereto, telephones, and emergency alarm systems.

Various agreements and leases have been approved covering the rental of cars, the leasing of property for storage of cars and for shop purposes in connection with the equipment of car houses.

Prior to the beginning of installation of equipment, which has been approved as outlined in the foregoing, and following the issuance of general authorizations by the Chief Engineer, specific authorizations have been issued by the department for the purpose of identification of charges pertaining thereto and for properly classifying such charges as required under Contract No. 4. Continuous inspection of the installation of the equipment has been maintained to determine if the same complies with the plans and specifications as approved, also to check up all labor and material costs. Certifications have been made quarterly to the Chief Engineer as to the correctness of the charges as presented by the company.

Following along these same lines, the Interborough Rapid Transit Company has submitted plans and specifications for the approval of temporary equipment of the Steinway Tunnel, installation of duct lines from the 74th Street power plant of the Manhattan Elevated Railway Company, signal system for the center tracks on the elevated lines, telephone system, lighting, etc.

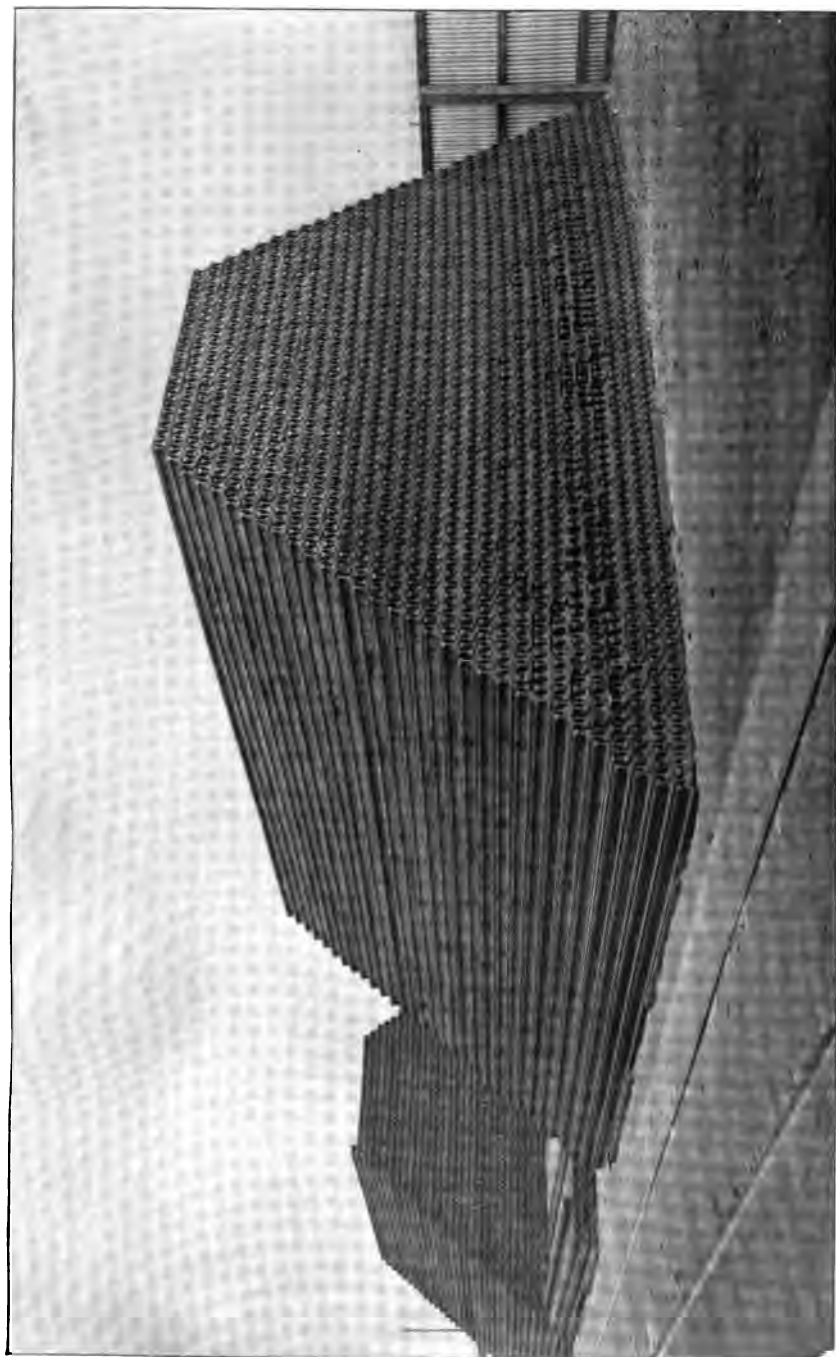
Specific authorizations covering this work have been issued following the approval as outlined in the foregoing, and a continuous inspection has been maintained for the purpose of checking up labor and material costs in connection with certifying to the charges as presented by the company. The department has also been engaged in checking the expenditures for the equipment of the third-tracking of the elevated system and the reconstruction of the 74th Street power plant of the Manhattan Elevated Railway Company.

During the year the Electrical Engineer has co-operated with the Division of Materials in making all tests of electrical character on equipment materials, thereby requiring a very material addition to the equipment of the electrical laboratory. In this line of work the bureau has checked conductivity of contact rails at the rolling mills; tested cables at the mills to determine the insulation properties as required by the approved specifications; and in the laboratory, has made various tests on insulators and insulating materials.

The Electrical Engineer made an appraisal of the power plant and electrical equipment of the old Grand Union hotel prior to its being razed, and also an appraisal of the power, electrical and kitchen equipment of the restaurant at 77 Rockwell place, Brooklyn.

TRACK CONSTRUCTION

The Track Division of the Engineering Department was created on August 1, 1913, to prepare the contract plans and specifications for the construction of tracks under the Dual System. In all, 334 miles of single-track subway and elevated will be designed and built, of which 257 miles will be designed and con-



OPEN HEARTH RUNNING RAIL, AT STORE YARD, 38TH STREET AND SECOND AVENUE, BROOKLYN. 2,000 TONS IN EACH PILE



GENERAL VIEW OF 38TH STREET STORE YARD, BROOKLYN

tracted for by the Public Service Commission, and the remainder by the operating companies, under the Commission's supervision.

During the year 1914 contracts amounting to \$618,736.12 have been let, while plans for contracts totalling \$3,000,000, which will be let during the coming year, are 50 per cent completed.

It was necessary to do certain preliminary work before any contract drawings could be prepared; a comprehensive system of stationing and track numbering was worked out for the entire Dual System and modified to meet the approval of both operating companies, and a complete set of railroad standards was designed showing in detail the various types of track and standard fittings. Many of these standards have since been adopted by the operating companies.

In designing the tracks, considerations of durability, sanitation, safety, and easy riding took precedence. The aim has been to cut down the cost of manufacture and construction by reducing the number of special frogs and switches and by simplifying the fittings. Whenever it was possible to do so with the limited property lines, standard frogs and switches have been used. This not only cheapens the initial cost of special work, but reduces the number of special parts that must be kept in stock for maintenance purposes.

Since the tracks are to stand an exceptionally heavy traffic, the question of durability was important. Manganese rails, having a life about five times that of ordinary rails, are being used on special work and on sharp curves. High-carbon open-hearth rail is used for the balance of the work.

To prevent annoyance from dust a special broken stone ballast free from fine particles and dirt of any kind has been secured. A special type of roadbed consisting of short creosoted blocks under each rail, bedded in concrete and with a concrete trough between the rails, is being installed at all subway stations. This track can be readily flushed and kept clear of refuse.

The latest devices to prevent derailing owing to the spreading of tracks or searing of flanges, have been installed. Elasticity in the track which is desirable both for easy riding and noise prevention has been secured by the use of spring type track in certain places and by the use of felt pads.

A 1,000-foot experimental length of track is being installed on the Lutheran Cemetery line, where various devices for the prevention of noise will be tested out, among others, felt pads, welded joints and screw spikes.

To facilitate and reduce the cost of the construction of tracks in Brooklyn, a store yard, operated jointly by the Public Service Commission and the New York Municipal Railway Corporation, has been constructed at the foot of 38th street. Track material has been purchased by the Public Service Commission in large quantities and stored in the yard. By purchasing the material in this manner, exceptionally low bids were obtained for track material. The contractor having the contract for the installation of tracks draws the material as he requires it.

INSPECTION OF MATERIALS

The quantity and variety of materials used in construction during the year have increased greatly, necessitating additional laboratory space and equipment, and expansion of the working force of the Division of Inspection of Materials from forty-six to one hundred and thirty-two men.

This division is not only inspecting structural and track materials for City-owned lines, but during the year it has also taken over the inspection of structural and track materials used both by the Interborough Rapid Transit Company in its third-tracking work, and by the New York Municipal Railway Corporation in its reconstruction and new work. Materials for passenger coaches and equipment are also being inspected for the latter corporation.

The year's increase of materials inspected is probably best shown by the increases of cement and structural steel over last year, which are 120 per cent and 240 per cent respectively.

Additional classes of materials taken over by this division include carbon rails, manganese rails, contact rails, heat-treated steels, ingot irons, spring steels, wheels, axles, brasses, copper cables, steel cables, insulations, insulators, special track work, fastenings, lumber and ballast.

Table No. 1 appended shows the territory covered in the work of inspection and includes 201 plants in one hundred and twenty-five cities and towns, scattered through fourteen states.

Table No. 2 shows the quantities of materials inspected for the year, but does not take into account the material rejected, the inspection of which frequently involves much more labor and expense than that of material accepted. For example, it may be noted that the percentages of vitrified clay products, cement and lumber rejected were, approximately, 20 per cent, 7 per cent and 30 per cent respectively.

The inspection has covered sixty general contracts, under each of which are a large number of subcontractors furnishing materials of various kinds with whom it is necessary to deal individually.

Every piece and package is inspected physically, and, in the case of most materials, chemically. Accepted materials are branded, sealed, tagged, or otherwise marked by the inspector for identification by the field engineers. All materials are inspected at the place of manufacture and no shipments are allowed without the inspector's approval, preventing the delivery of uninspected material on the work. Delay in construction is largely avoided by this practice as it obviates rejection of material in the field.

An emergency stock of standard steel sections used in Public Service Commission work has been inspected and stored at convenient points, such as Philadelphia, Newark and Brooklyn. This can be drawn upon at short notice by any contractor, avoiding serious delays due to change of plan or unforeseen conditions as they arise.

CHEMICAL LABORATORY

It has been necessary to increase the force of the chemical laboratory, at 86 Fulton street, Manhattan, on account of growth of work and enlarged scope, and night and day shifts have been necessary during a considerable portion of the year. Besides the normal increase of the work there has been added the analysis of many materials untouched last year.

The Bureau of Equipment Inspection of the Commission is making studies of car ventilation, and in connection therewith analyses of air samples, taken in cars, are being made continuously in this laboratory.

During the year methods of analyses of the various materials have been further standardized to conform to the best modern practice.

The year's work is shown in Table No. 3 appended.

CEMENT INSPECTION

This branch of the division controls the inspection of cement from its laboratory at Allentown, Pa., which is completely equipped for physical and chemical tests. It not only inspects and tests cement, but also obliges the manufacturers to keep an adequate supply of tested cement in storage and enough under test to keep the work uninterruptedly supplied.

The year's work is shown in Table No. 4.

CONCRETE AGGREGATES INSPECTION

During the latter part of 1913 this division took over the inspection of concrete aggregates. An up-to-date physical laboratory has been established at 38 Park place, New York City, from which the inspection of sand, gravel, broken stone and concrete is directed.

As a constant check on the quality of the concrete being used in construction, the laboratory is taking daily samples from the forms and testing them. These samples are taken on every section under construction and the results of tests reported to the engineer in charge.

In addition to its routine work, this laboratory has made a large number of independent investigations, looking toward the improvement of materials. Among these are:

- Tests of integral waterproofing compounds,
- Effects of fine sand on strength of concrete,
- Effect of retempering concrete,
- Strength of concrete made from various aggregates,
- Tests of grouts for East River tunnels,
- Tests of expansion joint fillers,
- Investigation of the bond of concrete to steel bars painted with various kinds of paint,
- Tests of felt pads, insulators, nut-locks and reinforced concrete slabs.

The year's work is shown in Table No. 5.

PAINT

As a result of extended investigations and tests of pigments, oils, driers and paints, paint specifications were drawn and adopted by the Commission which have assured a uniformly good product that can be absolutely controlled.

WATERPROOFING MATERIALS

Numerous tests, constant supervision and co-operation with manufacturers of waterproofing materials, have resulted in a standard uniform product of better quality. This holds true of asphalt and coal tar pitch; while the quality of treated fabrics, in particular, has been improved beyond that commercially obtainable a year ago.

TABLE 1.—NAME AND LOCATION OF PLANTS AT WHICH INSPECTIONS WERE MADE DURING THE YEAR 1914

State	City	Plant
STEEL AND METAL INSPECTION		
Connecticut	Bridgeport	Columbia Bolt and Nut Company.
	Branford	Malleable Iron Fitting Company.
Delaware	Edge Moor	American Bridge Company.
	New Castle	Ball Steel Company.
	Wilmington	Harlan & Hollingsworth Corp.
Illinois	Chicago	Acme Supply Company.
	Chicago	McCord & Company.
	Chicago	Illinois Steel Company.
New Jersey	Bayonne	Bayonne Bolt and Nut Company.
	Burlington	U. S. Cast Iron Pipe Company.
	Elizabeth	Saml. L. Moore & Sons Corp.
	Flemington	Foran Foundry and Mfg. Co.
	Highbridge	Taylor-Wharton Iron and Steel Company.
	Jersey City	William Ames & Company.
	Mahwah	American Brake Shoe and Foundry Company.
	Newark	Igoe Bros.
	Newark	Maier & Flockhart Iron Works.
	Newark	Central Foundry Company.
	Newark	Hay Foundry Iron Works.
	Paterson	East Jersey Pipe Company.
	Trenton	American Bridge Company.
	Trenton	John Roebling & Company.
	Waverly	Carnegie Steel Company.
	Jersey City	Brady Brass Company.
New York	Astoria	Oderwald & Butler.
	Astoria	Sexauer, Lempe & Company.
	Buffalo	Lackawanna Steel Company.
	Buffalo	Lackawanna Bridge Company.
	Buffalo	New York Car Wheel Company.
	Buffalo	Pratt & Letchworth Company.
	Buffalo	Creep Check Company.
	Elmira	American Bridge Company.
	Hill Burn	Ramapo Iron Works.
	Lancaster	American Malleable Company.
	New York City	Hebbered & Wenz.
	New York City	American Bridge Company.
	New York City	Irving Iron Works.
	New York City	Meuser Bros. Company.

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State	City	Plant
STEEL AND METAL INSPECTION — (Continued).		
New York.....	New York City.....	Thos. W. Kiley & Company.
	New York City.....	Hecla Winslow Company.
	New York City.....	Vulcan Rail and Construction Co.
	New York City.....	Brooklyn Vault Light Company.
	New York City.....	National Bridge Company.
	New York City.....	Mark & Mohl, Inc.
	New York City.....	McDougal & Potter.
	New York City.....	Isaac G. Johnson & Company.
	New York City.....	Mugler Iron Works.
	New York City.....	Jim Fire Hose Company.
	New York City.....	Milliken Bros.
	Troy	Eastern Malleable Iron Company.
	Troy	Rail Joint Company.
	Troy	Albany Iron and Steel Company.
	Canton	Canton Rolling Mills Company.
Ohio	Elyria	Elyria Iron and Steel Company.
	Middletown	Middletown Iron and Steel Co.
	Middletown	American Rolling Mills Company.
	Portsmouth	Portsmouth Steel Company.
	Steubenville	La Belle Iron Works.
	Youngstown	Carnegie Steel Co. (Upper and Lower Union Mills.)
Pennsylvania	Youngstown	Republic Iron and Steel Company.
	Ambridge	American Bridge Company.
	Bethlehem	Guerber Engineering Company.
	Birdsboro	Birdsboro Steel Foundry.
	Bristol	Standard Cast Iron Pipe Co.
	Braddock	Carnegie Steel Company.
	Butler	Forged Steel Wheel Company.
	Carnegie	McClintic-Marshall Construction Company.
	Coatesville	Lukens Iron and Steel Company.
	Coatesville	Worth Bros.
	Coatesville	Coatesville Boiler Works.
	Catawauqua	Davies & Thomas Company.
	Chester	Pennsylvania Steel Casting Co.
	Clairton	Carnegie Steel Company.
	Conschocken	Allen Wood Iron and Steel Co.
	Duquesne	Carnegie Steel Company.
	Eddystone	Belmont Iron Works.
	Emaus	Donaldson Iron Company.
	Glassport	S. Severance Mfg. Company.
	Glassport	American Sheet and Tin Plate Company.
	Harrisburg	Central Iron and Steel Company.
	Harrisburg	Harrisburg Foundry and Machine Company.
	Homestead	Howard Axle Works.
	Ivy Rocks	Allen Wood Iron and Steel Co.
	Johnstown	Cambria Steel Company.
	Lebanon	American Iron and Steel Mfg. Co.
	Mt. Carmel	Mt. Carmel Iron Works.
	Monessen	American Sheet and Tin Plate Company.
	Munhall	Carnegie Steel Company.
	McKees Rocks	Schoen Steel Wheel Company.
	New Kensington	Union Spring and Mfg. Co.
	New Castle	Shenango Steel Company.
	Philadelphia	Baldwin Locomotive Works.
	Philadelphia	Concrete Steel Company.
	Philadelphia	Temple Malleable Works.
	Pittsburgh	Pittsburgh Forge and Iron Co.
	Pittsburgh	Jones & Laughlin Steel Company.
	Pittsburgh	McConway & Torley Company.
	Pittsburgh	Crucible Steel Co. of America.
	Pittsburgh	Oliver Iron and Steel Company.
	Pittsburgh	Verona Tool Works.
	Pittsburgh	S. Severance Iron and Steel Co.
	Pittsburgh	Forged Steel Wheel Company.
	Pittsburgh	Pittsburgh Foundry and Mfg. Co.
	Pittsburgh	A. Stuchi & Company.
	Pittsburgh	Carnegie Steel Co. (Upper and Lower Union Mills.)
	Pittsburgh	Pittsburgh Bolt and Nut Co.
	Pottstown	L. F. Shoemaker & Company.
	Pottstown	McClintic-Marshall Construction Company.

State	City	Plant
STEEL AND METAL INSPECTION — (Continued).		
Pennsylvania	Pottstown	Keystone Foundry Company.
	Pottstown	Glasgow Iron Works.
	Phoenixville	Phoenix Bridge Company.
	Pottsville	Eastern Steel Company.
	Pencord	American Bridge Company.
	Pine Forge	American Pressed Steel Company.
	Rankin	McClintic-Marshall Construction Company.
	Reading	American Iron and Steel Mfg. Co.
	So. Bethlehem	Bethlehem Steel Company.
	Steelton	Pennsylvania Steel Company.
	Scranton	Scranton Bolt and Nut Company.
	Sharon	Carnegie Steel Co. (Upper and Lower Works.)
	West Leechburg	West Leechburg Steel Company.
West Virginia	Wheeling	Wheeling Mold and Foundry Co.
CEMENT INSPECTION		
New Jersey	Alpha	Alpha Portland Cement Company.
	Stewartsville	Edison Portland Cement Co.
	Vulcanite	Vulcanite Cement Company.
New York	Howe's Cave	Heiderberg Portland Cement Co.
Pennsylvania	Bath	Pennsylvania Cement Company.
	Cementon	Whitehall Cement Company.
	Egypt	Giant Portland Cement Company.
	Nazareth	Phoenix Cement Company.
	Northampton	Atlas Portland Cement Company.
	Ormdrod	Lehigh Portland Cement Co.
	Siegfrieds	Lawrence Portland Cement Co.
CONCRETE AGGREGATES INSPECTION		
New York	Marlborough	Upper Hudson Stone Company.
	Northport, L. I.	Goodwin Gallagher Sand and Gravel Corporation.
	Northport, L. I.	Henry Steers, Inc.
	New York City	Central Delivery Company.
	Port Jefferson, L. I.	Eastern Gravel Corporation.
	Port Washington, L. I.	Goodwin Gallagher Sand and Gravel Corporation.
	Port Washington, L. I.	Phoenix Sand and Gravel Co.
	Rockland Lake	New York Trap Rock Company.
	Tompkins Cove	Calvin Tompkins Company.
WATERPROOFING MATERIALS INSPECTION		
New Jersey	Bayonne	The Texas Company.
	Bayonne	Standard Oil Company of N. Y.
	Manville	H. W. Johns-Manville Company.
	Maurer	Barber Asphalt Paving Company.
	Jersey City	Carey Mfg. Company.
	Shadyside	Barrett Mfg. Company.
	Warners	Warner-Quinlan Asphalt Co.
New York	New York	U. S. Asphalt Refining Company.
	New York (Brooklyn)	Barrett Mfg. Company.
PAINT		
Michigan	Detroit	Detroit Graphite Company.
New Jersey	Belleville	L. Sonneborn Company.
	Carteret	Benjamin Moore & Company.
	Newark	Sherwin-Williams Company.
	Newark	Patton Paint Company.
New York	Brooklyn	Benjamin Moore & Company.
	Brooklyn	C. M. Childs & Company.
	Brooklyn	National Lead Company.
	Staten Island	National Lead Company.
	Staten Island	American Linseed Company.
Ohio	Cleveland	Patterson-Sargent Company.
	Dayton	Lowe Brothers Company.

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State	City	Plant
LUMBER COMPANIES		
Alabama	Andalusia	Empire Lumber Company.
	Brewton	W. T. Smith Lumber Company.
	Chapman	W. T. Smith Lumber Company.
Florida	Bagdad	Stearns Lumber and Export Co.
	Century	Alger Sullivan Lumber Company.
	Port St. Joe.....	George W. Howell.
	Pensacola	Traves Lumber Company.
	Pensacola	Henderson-Watts Lumber Co.
	Pensacola	Stearns Lumber and Export Co.
Louisiana	Carson	Central Coal and Coke Lumber Company.
	Cravens	W. R. Pickering Lumber Co.
	Genesee	Genesee Lumber Company.
	Hammond	The Hammond Lumber Company.
	Kentwood	Kent's Mill.
	Long Leaf	Crowell & Spencer Lumber Co.
	Natalbany	Natalbany Lumber Company.
	Neames	Central Coke and Coal Company.
	Pickering	W. R. Pickering Lumber Co.
	Ramsay	C. L. Gray Lumber Company.
Mississippi	Lumberton	Hinton Bros. Lumber Company.
	Ora	Easterling Lumber Company.
	Picayune	Cybur Lumber Company.
	Pinebur	F. V. B. Price Lumber Company.
New York	Brooklyn (Greenpoint)....	John C. Orr & Company.
	Brooklyn (Williamsburg)..	Cross, Austin & Ireland Lumber Company.
	Long Island City.....	Eppinger & Russell.
	New York City.....	Church E. Gates & Company.
Texas	Orange	Lutcher & Moore Lumber Co.
VITRIFIED CLAY PRODUCTS		
New Jersey	Jersey City	Robinson Clay Product Company.
	Kearby	American Vitrified Conduit.
	Perth Amboy	American Vitrified Conduit.
	South River	American Clay Products Co.
New York	Brooklyn	J. P. Duffy.
	Long Island City.....	E. E. Buhler Company.
	Long Island (West Farms)	American Sewer Pipe Company.
	Long Island City.....	J. P. Duffy.
Pennsylvania	Clermont	Clermont Sewer Pipe Company.
	New Brighton	American Sewer Pipe Company.

TABLE 2.—MATERIAL INSPECTED AND ACCEPTED

MATERIAL	Public Service Commission, First District	New York Municipal Railway Corporation	Interborough Rapid Transit Company	Total
STEEL AND IRON				
Structural Steel:				
Skill inspection.....	140,000 tons	36,000 tons	45,000 tons	221,000 tons
Shop inspection.....	120,000 tons	31,000 tons	28,000 tons	179,000 tons
Rails:				
Open hearth.....	4,200 tons	6,300 tons	1,500 tons	12,000 tons
Manganese.....	570 tons	630 tons	.....	1,200 tons
Contact.....	.....	12,400 tons	1,700 tons	14,100 tons
Truck Materials:				
Frops, switches, fastenings, etc.....	980 tons	1,650 tons	1,250 tons	3,880 tons
Car Materials:				
Car bodies, trucks, wheels, axles, etc.....	.....	4,400 tons	.....	4,400 tons
Cast-Iron Tunnel:				
Lining.....	3,250 tons	.....	.....	3,250 tons
Pipe, columns, bases, manhole heads, special castings, etc.....	1,570 tons	15 tons	.....	1,585 tons
BRASSES, BRONZES, BABBITT METALS, ETC.				
.....	.....	66,400 lbs.	.....	66,400 lbs.
CONCRETE MATERIALS				
Cement.....	1,220,000 bbls.	.....	.....	1,325,000 bbls.
Sand.....	268,000 cu. yds.	105,000 bbls.	.....	272,000 cu. yds.
Gravel.....	315,000 cu. yds.	.....	4,000 cu. yds.	322,000 cu. yds.
Broken stone.....	206,000 cu. yds.	3,300 cu. yds.	7,600 cu. yds.	209,300 cu. yds.
BALLAST				
.....	20,000 cu. yds.	5,500 cu. yds.	.....	25,500 cu. yds.
LOMBER				
Ties, guard rails, slatting, building lumber.....	3,990,000 ft. B. M.	110,000 ft. B. M.	3,800,000 ft. B. M.	7,900,000 ft. B. M.
WATERPROOFING MATERIALS				
Asphalt.....	3,830 tons	.....	.....	3,830 tons
Coal tar pitch.....	1,610 tons	.....	.....	1,610 tons
Waterproofing fabric.....	986,000 sq. yds.	.....	.....	986,000 sq. yds.
VITRIFIED CLAY PRODUCTS				
Electric conduits.....	3,320,000 duct ft.	104,000 duct ft.	.....	3,424,000 duct ft.*
Sewer pipe straightls.....	39,300 lin. ft.	.....	340 lin. ft.	39,640 lin. ft.
Special.....	3,970 lin. ft.	.....	130 lin. ft.	4,100 lin. ft.
PAINT				
.....	338 bbls.	107 bbls.	410 bbls.	855 bbls.
CABLES				
Carrier cable, galvanized steel.....	.....	264,000 ft.	.....	264,000 ft.
Telephone cable, copper, lead covered.....	.....	42,000 ft.	.....	42,000 ft.

TABLE 3.—DETERMINATIONS MADE DURING 1914

	Number of determinations
CHEMICAL LABORATORY	
Steel and iron.....	43,100
Monell metal.....	3
Babbitt metal.....	30
Brass and bronze.....	40
Paint.....	1,400
Asphalt.....	1,400
Coal tar pitch.....	320
Rubber.....	25
Cresote oil.....	15
Air.....	230
Miscellaneous.....	35
Total.....	46,598

TABLE 4.—TESTS MADE DURING 1914

CEMENT TESTING LABORATORY	
Tension tests of cement briquettes.....	55,000
Compression tests of cement cubes.....	500
Soundness tests.....	1,700
Fineness tests.....	700
Setting time tests.....	700
Chemical determinations.....	2,000
Specific gravity tests.....	350

TABLE 5.—WORK OF 1914

CONCRETE AGGREGATES LABORATORY	
Concrete cylinders broken.....	1,500
Concrete prisms broken.....	80
Mortar cubes broken.....	950
Mortar briquettes broken.....	50
Cross-breaking tests of reinforced concrete.....	20
Mechanical analyses of concrete aggregates.....	650
Permeability tests.....	72
Tensile tests of cast iron and steel.....	75
Miscellaneous tests.....	30
Special investigations.....	23

SUBSURFACE STRUCTURES

During the year 1914 the operations of the Division of Subsurface Structures covered the temporary disposition and the design of permanent restoration of the subsurface structures belonging to forty-four different bureaus or companies. In many inter-sections along the route of the Dual System the congestion of underground structures is so great that the expense of future additions or improvement will be almost prohibitive. On this account several companies have elected to improve or enlarge their systems, taking advantage of the opportunity afforded by subway construction, thus entailing a considerable amount of investigation and adjustment, in order that the maximum efficiency possible for normal operation of these structures may be obtained from the small amount of space in the street and outside of the subway net lines. On account of the complicated nature and the congested condition of such subsurface structures, their temporary

and permanent restoration, and their maintenance, have presented numerous unusual and interesting construction features.

Providing for the central heating plant of the New York Steam Company at Greenwich and Dey streets presented unusual difficulties. The steam plant is supported on a floating concrete foundation with a pressure of nearly three tons per square foot on the unstable fill of an old river bed. It contains sixty-four boilers, besides high-pressure steam pipes, in which any unequal settlement would cause leaks or breakage. An unusual type of "L" section retaining wall with pile supports, extending under the subway structure, has been designed, and it is believed that practically no settlement of the building, either during or after the completion of subway construction, will occur. On account of the danger arising from carrying high-pressure steam pipes under the street decking, service will be maintained during construction through a by-pass system, and the existing main removed. The three 10-inch pipes, of which the by-pass is composed, will be protected from radiation by being enclosed in a box packed with mineral wool, and in this way will be carried on a trestle along Greenwich street between Rector and Fulton streets. In order to protect the waterproofing of the subway structure, this main when restored will be protected with the most improved form of thermal insulation.

An interesting feature of the work arose at 151st street, where the Southern boulevard crosses over the depressed tracks of the New York Central Railroad, by means of an I-beam bridge, where two large gas mains pass under the depressed tracks. The rapid transit tunnel on Southern boulevard passes beneath these depressed tracks with only 18 inches of clearance between the roof and the bottom of the railroad ties, imposing the necessity of relocating the gas mains. Wrought-iron rectangular boxes were designed to replace the cast-iron mains, and were carried over the New York Central Railroad between the I-beams of the bridge.

Water mains have presented quite as many unique features as have the gas mains and other structures. The 48-inch gas main in 139th street and the 30-inch water main which cross each

other in Southern boulevard where there will be but five feet of cover on the tunnel roof, were accommodated by dividing the gas main into three 30-inch pipes dropped into depressed bays, and deflecting the water main off the roof of the subway to effect the crossing. This process of manifolding, however, at Broadway and 23d street offered no solution for carrying two 48-inch water mains under two 36-inch mains at this point, and it became necessary to reroute them sufficiently to effect the crossing outside the limits of the subway structure. An attempt to avoid manifolding the 30-inch gas main crossing a 36-inch water main in Broadway at 3d street, where there is scant cover for the 36-inch water main, was made by designing a rectangular wrought-iron box in three sections; but owing to the impracticability of field riveting in depressed bays, the design was abandoned. The final restoration shows this 30-inch cast-iron main manifolded into two 18-inch mains and one 16-inch main carried under the water pipe in depressed bays.

On account of the deep backfill over portions of the subway, it was found impracticable to support the tracks of the New York Railways Company by the usual method of carrying separate piers under each yoke, down to the roof of the subway. Where this condition arose piers with spread footings to properly distribute the load over the roof of the tunnel structure were placed at intervals of about 30 feet, and on these two parallel reinforced concrete T-beams were built, one under the yokes of either track.

At present and in future all by-pass mains that cannot be accommodated in the gutter will be carried on overhead by-passes. This has necessitated under certain conditions complicated trestle systems, which has been the usual method of carrying overhead by-passes. In order to carry the 24-inch by-pass along Broadway from 32d to 34th street, with a minimum of interference to the traveling public and abutting property, it was necessary to design a trestle system which included one 80-foot and two 100-foot steel trusses supported on steel towers. In 42d street, in order to carry a 20-inch gas by-pass from the east side of Broadway to the west side of Seventh avenue, a distance of about 280 feet, it was found advisable to use two suspension spans placed tandem,

with but one intermediate tower. On the west side of Seventh avenue from 43d to 44th street, it was impracticable to lay the by-pass in the gutter because the street surface at this point was to be temporarily raised. This by-pass has been located under the sidewalk, ventilation being supplied by a continuous wooden grating.

CHIEF ENGINEER'S DETERMINATION OF COSTS OF CONSTRUCTION AND OF EQUIPMENT, ETC., UNDER DUAL SYSTEM CONTRACTS

Among the provisions of the Dual System contracts is the requirement of the determination of costs by the Engineer, the need for which is disclosed in the leases, wherein the costs are declared to be the bases for deductions from revenue.

The estimates division was organized to analyze, classify and compile the costs and periodically to prepare reports of the same.

The cost determinations as rendered presuppose on the part of the reader some knowledge of the contracts and of the construction work which has been done thereunder. Such information is quite sufficiently set forth in the reports in this report of the several divisions and bureaus of the Public Service Commission having to do with the rapid transit work. A statement here of the foundation of the cost determinations would be a summarization of the other reports, and an explanation of the procedure which has been followed for the cost determinations would be the equivalent of certain pages in the cost determinations themselves. Therefore, to avoid duplication, the reader is respectfully referred to the other reports and also to the cost determinations.

The cost determinations are not mere statements of total costs even though that might be deemed to be sufficient compliance with the cost determination provisions of the contracts. It has seemed wiser to render the determinations in such form as to disclose all important information as to authority and details. The analyses of the costs conform to the cost definitions set forth in the contracts, and a further classification is maintained to conform to the Uniform System of Accounts prescribed by the Commission for street and electric railways.

Inasmuch as the costs are the result of the prosecution of work under the construction and equipment provisions of the contracts, the verification of the details quite naturally falls to the departments having direct supervision over the expenditures. Rules were adopted by the Commission on October 17, 1913, and additional rules were adopted March 31, 1914.

During the year 1913 the determination was rendered of the cost of all work on the City's railroad under Contract No. 4 which had been done prior to March 19, 1913, the date of the contracts. A like determination was rendered also of the cost of the City's railroad under Contract No. 3. They will be found in full in Part IV of the annual report for 1913.

During the year 1914, four quarterly determinations have been rendered for the New York Municipal Railway Corporation lines, bringing the total of approved costs down to March 31, 1914; for the Interborough Rapid Transit Company line one quarterly determination has been rendered, bringing the total of approved costs down to June 30, 1913. The subjoined summary is taken from the introductory pages of the latest determination under Contract No. 4 and the related certificates:

TABLE A

	Expenditures by City	Expenditures by lessee	Total
"THE RAILROAD"			
Prior to March 19, 1913.....	\$33,531,583 57	\$1,438,229 49	\$34,969,813 06
March 19, 1913, to June 30, 1913.....	2,215,134 40	474,542 60	2,689,677 00
July 1, 1913, to September 30, 1913.....	1,870,789 76	5,045,750 07	6,916,539 83
October 1, 1913, to December 31, 1913.....	2,015,576 26	425,201 18	2,440,777 44
January 1, 1914, to March 31, 1914.....	1,694,032 46	2,028,364 46	3,722,396 92
Totals.....	\$41,327,116 45	\$9,412,087 80	\$50,739,204 25
RECONSTRUCTION OF EXISTING RAILROADS			
Prior to March 19, 1913.....		\$1,177,182 80	\$1,177,182 80
March 19, 1913, to June 30, 1913.....		596,881 66	596,881 66
July 1, 1913, to September 30, 1913.....		599,060 07	599,060 07
October 1, 1913, to December 31, 1913.....		552,826 98	552,826 98
January 1, 1914, to March 31, 1914.....		776,703 83	776,703 83
Totals.....		\$3,672,655 34	\$3,672,655 34
TOTAL COST OF CONTRACT NO. 4			
Prior to March 19, 1913.....	\$33,531,583 57	\$2,615,412 29	\$36,146,995 86
March 19, 1913, to June 30, 1913.....	2,215,134 40	1,077,424 26	3,286,558 66
July 1, 1913, to September 30, 1913.....	1,870,789 76	5,614,810 14	7,485,599 90
October 1, 1913, to December 31, 1913.....	2,015,576 26	978,028 16	2,993,604 42
January 1, 1914, to March 31, 1914.....	1,694,032 46	2,805,068 20	4,499,100 75
Totals.....	\$41,327,116 45	\$13,084,743 14	\$54,411,859 59
ADDITIONAL TRACKS			
Prior to March 19, 1913.....			
March 19, 1913, to June 30, 1913.....		\$99,071 47	\$99,071 47
July 1, 1913, to September 30, 1913.....		57,688 32	57,688 32
October 1, 1913, to December 31, 1913.....		20,152 74	20,152 74
January 1, 1914, to March 31, 1914.....		12,957 54	12,957 54
Totals.....		\$189,870 07	\$189,870 07
ELEVATED EXTENSIONS			
Prior to March 19, 1913.....			
March 19, 1913, to June 30, 1913.....		\$1,610 21	\$1,610 21
July 1, 1913, to September 30, 1913.....		1,781 32	1,781 32
October 1, 1913, to December 31, 1913.....		2,105 37	2,105 37
January 1, 1914, to March 31, 1914.....		1,065 47	1,065 47
Totals.....		\$6,562 37	\$6,562 37
TOTALS FOR NEW YORK MUNICIPAL RAILWAY CORPORATION LINES, CONTRACT NO. 4 AND CERTIFICATES			
Prior to March 19, 1913.....	\$33,531,583 57	\$2,615,412 29	\$36,146,995 86
March 19, 1913, to June 30, 1913.....	2,215,134 40	1,172,105 94	3,387,240 34
July 1, 1913, to September 30, 1913.....	1,870,789 76	5,674,279 78	7,545,069 54
October 1, 1913, to December 31, 1913.....	2,015,576 26	1,000,286 27	3,015,862 53
January 1, 1914, to March 31, 1914.....	1,694,032 46	2,819,091 30	4,513,123 76
Totals.....	\$41,327,116 45	\$13,281,175 58	\$54,608,292 03

The subjoined tabulation is taken from the introductory pages of the latest determination under Contract No. 3:

TABLE B

	Expenditures by City	Expenditures by lessee	Total
"THE RAILROAD"			
Prior to March 19, 1913.....	\$8,570,064 91	\$339,729 45	\$8,909,794 36
March 19, 1913, to June 30, 1913.....	2,820,515 44	5,775 40	2,826,290 84
Totals.....	\$11,390,580 35	\$345,504 85	\$11,736,085 20

The Interborough Rapid Transit Company (lessee under Contract No. 3) has made expenditures also on account of its own lines and power-house. Formal cost determination as to these are not required, but periodic reports will be rendered.

Only one quarterly determination, it will be noted, has been reported on the City's Interborough lines since the determination of "Prior" costs, and in this the small amount allowed the lessee consisted only of interest on the expenditures prior to the date of the contract, for the reason that no information had been forthcoming from the company. An objection has been taken by the company to this determination pursuant to the terms of the contract, and an adjustment for this quarter will be made in a determination for the second quarter about to be rendered.

In addition to the cost determinations the estimates division compiles general engineering data.

CONTRACTS NOS. 1 AND 2.— THE EXISTING SUBWAY

The work done during the year 1914 in connection with the existing subway, known as Contracts Nos. 1 and 2, the Manhattan-Bronx and the Brooklyn-Manhattan Rapid Transit Railroads, respectively, in the construction of additional entrances and exits, and other work in the way of additional facilities found necessary, is as below enumerated, and presented under three main headings, (A), (B) and (C).

(A) IN PREPARATION OF PLANS

Various changes and additions, during the year, have been made as follows:

Brooklyn Bridge Station.— Plans have been completed for that part of the connection to Chambers Street station to be done by the Bridge Department. The Bridge Department will shortly complete the work.

14th Street Station.— At the northeast corner, it was agreed to build one entrance at the building line of 14th street, and at the request of the Interborough Rapid Transit Company one entrance at the building line of Fourth avenue. This matter has been held up on account of opposition to latter entrance by Borough President.

At the southeast corner, plans made for entrances at building line. Owners presented agreement, which is in the hands of Commission.

23d Street Station.—New entrances at easterly corners constructed at building line.

Grand Central Station.—Entrances to New York Central station complete, except that entrance to street is still being maintained, until entrance in Vanderbilt building is opened. Agreement not yet signed.

Times Square Station.—Plans for new entrance through Fitzgerald building made, and entrance complete; new toilets to east platform also complete.

Columbus Circle.—A petition received to change station to express was investigated and denied by Commission. Plans made and agreement reached with owners of property at intersection of Broadway and Central park west to place entrances at building line.

Manhattan Street Station.—Plans made for better stairway facilities between platforms and mezzanines.

Mott Avenue Station.—Plans made for transfer connection with Route No. 5 and New York Central Railroad.

Freeman Street Station.—Plans made for additional stair accommodations at northeast corner.

174th Street Station.—Plans made for relocation of stairway at northeast corner.

Fulton Street Station.—Tentative plans made for additional controls at the southerly end of either platform, with entrances at the northeast corner of Maiden lane and Broadway and the northwest corner of Cortlandt street and Broadway.

Borough Hall Station.—Plans made for new entrance at southwest corner of Joralemon and Court streets to connect with the present mezzanine at the west end of station. This entrance is complete. Plans also have been made for an exit at the east end of the south platform; exit being constructed.

Hoyt Street Station.—An agreement has been entered into between the City, the Interborough Rapid Transit Company, and A. I. Namm & Son, to give the latter company an entrance to their store from the south platform. This entrance is completed and is now being used.

(B) CONSTRUCTION UNDER SUPPLEMENTARY AGREEMENTS TO, OR
EXTRA WORK ORDERS GIVEN IN COMPLIANCE WITH, CON-
TRACTS NOS. 1 AND 2

(1) *Additional Entrances and Exits, Contract No. 1.*—All of the work under the contract for additional entrances and exits, Contract No. 1, with the exception of the changes in the stairways and mezzanine platforms east of Madison avenue, was completed before the close of the year 1913.

On April 28, 1914, the Commission adopted a resolution omitting the work east of Madison avenue, as the necessity for the changes was obviated by the additional entrance facilities at Vanderbilt avenue, which were initiated after the date of the supplementary agreement for additional entrances and exits.

On October 26, 1914, the Rapid Transit Subway Construction Company began excavating to uncover the gas mains at the intersection of 42d street and Madison avenue, in order to put them in service again. These mains were disconnected and capped at the time the work on additional entrances and exits was in progress. This work, now well advanced, will when finished complete all of the work to be done under the supplementary agreement for additional entrances and exits.

(2) *Widening 23d Street.*—The station finish work in connection with these stairways which remained to be done at the close of the year 1913, was completed early in 1914. The subcontractor for the plumbing in the toilets at this point did some work in connection with the repairing of leaks, etc. An Interborough Rapid Transit Company force did some work at this station in connection with the painting of exposed steel and the installation of wooden handrail on the stairway. All of the work at this station was completed before the end of April, 1914.

(3) *Passageway between Brooklyn Bridge Station and Chambers Street Station of Centre Street Loop Subway.*—The work in connection with the station finish which remained to be done at the close of the year 1913 was completed before January 15, 1914. The work done consisted principally of the painting of exposed steel.

(4) *Vanderbilt Avenue Passageway between Grand Central Subway Station and New York Central Terminal and East Mezzanine Extension and Connection with Building at the Northwest Corner of Vanderbilt Avenue and 42d Street.*—The glass tile and marble finish for the walls of the passageway were put in place during January and February, 1914, with the exception of the station finish for that part of the south wall which is covered by the temporary wooden stairway at this point.

The asphalt pavement which was removed in connection with the work of the east mezzanine extension was restored on January 10, 1914.

(5) *Additional Stairways to the Fulton Street Station, at Fulton and at John Streets.*—The preliminary surveys, designs and estimates for this work have been completed, and an order, adopted by resolution of the Commission on September 22, 1914, has been issued to the Interborough Rapid Transit Company for the construction of the stairways. The Interborough Rapid Transit Company has executed a formal acceptance of the Commission's order, but no construction work has as yet been done.

(6) *Additional Stairways to the Fulton Street Station at Cortlandt Street and at Maiden Lane.*—Preliminary surveys have been made for this work and the plans and estimates have been completed, but the agreement for the work has not as yet been signed.

(7) *New Entrance Stairway to Borough Hall Station, Brooklyn, from Southwest Corner of Court and Joralemon Streets.*—On March 17, 1914, the Commission adopted a resolution directing the Interborough Rapid Transit Company to construct an additional stairway to the south platform of the Borough Hall station at the southwest corner of Court and Joralemon streets, at a cost not to exceed \$9,000. The work on this stairway was started on June 3, 1914.

The construction of this stairway has been completed, and the station finish, tile, etc., have been put in place. The only work remaining to be done is the installation of railings and gates and the erection of a new ticket booth.

(8) *New Exit Stairway from the East End of the Southbound Platform of Borough Hall Station, Brooklyn.*— On March 10, 1914, the Commission adopted a resolution directing the Interborough Rapid Transit Company to construct an additional exit stairway from the east end of the southbound platform.

The work on this stairway was started on June 3, 1914.

The work of excavation has been completed, the necessary changes have been made in such subsurface structures as interfered with the stairway, and the stairway is now in process of construction.

(9) *Additional Stairways from the Mezzanine to the Station Platform Level of the Manhattan Street Station.*— Plans have been made for additional stairways from the mezzanine platform level to the station platform level.

A contract has been let for the furnishing of the steel to be used in connection with this work. No work has as yet been done.

(C) CONSTRUCTION BY AUTHORIZATION OF THE COMMISSION

(1) *Times Square Station, Entrance to Fitzgerald Building.*— This entrance was constructed by the owners of the Fitzgerald building. The entrance was opened to the public on September 24, 1914.

(2) *Circuit Breaker House, Brooklyn Bridge Station.*— The work remaining to be done on the circuit breaker house, which was built at this station by the Interborough Rapid Transit Company, was completed prior to February 2, 1914.

(3) *Circuit Breaker House, 23d Street Station.*— The work remaining to be done on the circuit breaker house, which was built at this station by the Interborough Rapid Transit Company, was completed prior to February 2, 1914.

(4) *Circuit Breaker House, 91st Street Station.*— The work remaining to be done on the circuit breaker house, which was built at this station by the Interborough Rapid Transit Company, was completed prior to February 2, 1914.

(5) *Wall Street Station, Passageway and Entrance to the Adams Express Company Building.*— On June 25, 1914, an agreement was entered into between the Adams Express Building

Company, the Interborough Rapid Transit Company and The City of New York, acting by the Commission, providing for the construction of a passageway between the Wall Street station and the Adams Express Company building.

The Interborough Rapid Transit Company, which, under the above mentioned agreement, was to build the passageway, started the work on September 21, 1914.

Good progress has been made to date, the greater part of the necessary excavation having been completed.

(6) *Hoyt Street Station, Brooklyn, Passageway and Entrance to Building on Fulton Street near Hoyt Street, Occupied by A. I. Namm & Son.*—On July 21, 1914, an agreement was entered into between A. I. Namm & Son, the Interborough Rapid Transit Company, and The City of New York, acting by the Commission, providing for the construction of a passageway between the Hoyt Street station and the premises occupied by A. I. Namm & Son.

The work of constructing this passageway has practically been completed, and it was opened to the public on November 23, 1914.

CHAPTER IV

ELIMINATION OF GRADE CROSSINGS

Under the Railroad Law it is the duty of the Commission to provide for the elimination of railroad grade crossings within the First District. The law, however, does not permit the Commission to adopt any order requiring such elimination until the State of New York has appropriated its share of the cost of the improvement, which is borne one-half by the railroad company affected, one-quarter by the State and one-quarter by the City. As stated in chapter I, the Commission's work in this direction has been at a standstill for three years owing to the failure of the State to make such appropriations. With all the earnestness of which it is capable, the Commission again urges upon the Legislature the pressing necessity for this elimination work, and respectfully requests the appropriation for the year 1915 of at least \$500,000 for this purpose. Such an appropriation will permit the ordering of \$2,000,000 worth of work, and while this will defray the cost of separating the grades at a few of the most dangerous crossings, it will be only a drop in the bucket compared to the total number of such crossings.

In the five boroughs of the Greater City there are now 450 grade crossings of high speed railroads where highways with varied densities of traffic intersect at grade the tracks of steam or electric railroads over which passes a daily traffic in some cases almost as heavy and frequent as that of a rapid transit railroad. The Commission has endeavored to protect these crossings by ordering the installation of crossing gates, warning bells, flag signals, signs, etc., but even at best such protection is a mere palliative of the evil. Experience has shown that reckless people will disregard warning bells or flags and even will dodge under lowered gates into the path of an approaching train in order to save a few minutes of time. The only absolutely safe treatment for such

crossings is to separate the grades so that the highway will pass under or over the tracks. It has been estimated by the engineers of the Commission that it will cost \$30,000,000 to eliminate all existing crossings, so that in seeking for a State appropriation which will permit the expenditure of \$2,000,000, the Commission feels that it is only making a beginning in this important work.

The Commission also repeats its request for an amendment to the Railroad Law, which will make the State's appropriation for grade crossing elimination available at any time during the prosecution instead of at the completion of the work. As the law now stands, the work must be contracted for and completed before a dollar of the State's share can be paid over. This involves a hardship upon the company, which is compelled to advance the money during the progress of the work. It is also recommended that the amendment provide for partial payments to be made to the railroad company as the work progresses, in a manner similar to the method followed by the Commission in its rapid transit construction contracts, upon which the Commission's engineers make an estimate each month of the amount due the contractor for work already performed, and allow payment of 90 per cent thereof upon proper vouchers, the other 10 per cent being retained as a form of security until the completion of the work.

As pointed out in previous annual reports, the interests of New York City in this particular have been neglected in the past. For ten years prior to the creation of the Public Service Commissions in 1907, the State of New York made appropriations for grade crossing elimination aggregating \$1,475,000, and out of this total only \$9,720 was expended within The City of New York, and this was used for the separation of grades at a road crossing upon the Putnam division of the New York Central Railroad in Van Cortlandt park. Each year the Commission has brought this matter to the attention of the Legislature, and has made annual requests for appropriations. The Legislature of 1910 appropriated \$250,000, and the Legislature of 1911 a like amount for use within the city, but this is all that has been provided by the State in the face of the Commission's repeated requests. As both of these appropriations received the executive sanction, the money

became available and the Commission allotted it to some of the most dangerous crossings in Queens and Richmond Boroughs. The completion of part of this work during the year is told in detail later in this chapter.

In 1912 and 1913, the Commission requested appropriations respectively of \$1,000,000, and \$1,500,000. The Legislature of 1912 appropriated \$350,000 for use in this district, but the Governor vetoed the appropriation. This veto was based upon a misunderstanding due to the provisions of the law above referred to, requiring the completion of the work before the State Treasury can pay out the money. In his memorandum disapproving the appropriation, the Governor cited the fact that there was remaining in the treasury a large unexpended balance for grade crossings and that until it had been used up there was no necessity for further appropriations, unmindful of the fact that every dollar remaining in the treasury for this purpose had been allotted by the Commission to elimination work already going on. To prevent the lapsing of the appropriation of \$250,000 by the Act of 1910, the Commission last year requested the State Board of Estimate and Apportionment for a reappropriation of this amount, and this year it has made a similar request for a reappropriation of \$250,000 appropriated by the Act of 1911.

The Legislature of 1913 also appropriated \$350,000 for elimination work in the First District, but this appropriation shared the fate of the previous one, and was vetoed by the Governor. The Legislatures of 1913 and 1914 made no appropriations, so that no money has been set aside by the State for this purpose. In consequence, the Commission was forced to suspend all work except such as had been authorized under the appropriations of \$500,000 made in 1910 and 1911.

The Commission does not wish to be unduly urgent in this matter, but it feels strongly that too much emphasis cannot be laid upon the necessity for grade crossing elimination. The passenger traffic in New York City is increasing at the rate of more than forty millions of passengers a year. The total traffic for the fiscal year ended June 30, 1914, was 1,813,204,692 passengers. These passengers were transported over lines of railroad extending

into all parts of the City and covering more than 1,500 miles of single track. Increase in traffic adds to the danger at grade crossings, and if further loss of life is to be prevented, such crossings must be eliminated.

The reports for 1914, when thirteen persons were killed at grade crossings, show that the mortality is now not so great as it was in 1911, when thirty persons lost their lives at such crossings. The result, the Commission believes, is due mainly to the protective measures taken by the companies largely as the result of orders issued by the Commission for the installation of gates or other protective devices. It is questionable whether the number killed will show any further diminution until the number of dangerous crossings is diminished by elimination.

EXISTING CROSSINGS

At the end of the year 1914, the existing grade crossings within The City of New York, divided by boroughs and railroad companies, were as follows:

GRADE CROSSINGS IN THE CITY

BOROUGH	Public	Private	Total
Manhattan.....	104	.....	104
Brooklyn.....	55	1	56
Bronx.....	2	.....	2
Queens.....	156	21	177
Richmond.....	82	29	111
	399	51	*450

* Does not include the New York Consolidated Railroad, the crossings on which are taken care of by the Dual System of subways, except those at Canarsie, at which the Commission ordered additional protection during the year.

GRADE CROSSINGS BY RAILROADS

COMPANY	MANHATTAN		BROOKLYN		BRONX		QUEENS		RICHMOND		TOTAL	
	Public	Private	Public	Private	Public	Private	Public	Private	Public	Private	Public	Private
N. Y. Central.....	99				2						101	
Balt. & Ohio R. R.....	1										1	
Lehigh Valley R. R.....	1										1	
Erie R. R.....	1										1	
Pennsylvania R. R.....	2										2	
Long Island R. R.....			39	1			156	21			195	22
E. R. Term. R. R.....			12								12	
N. Y. Dock Ry.....			4								4	
Staten Island Ry.....									41	16	41	16
Sta. Island R. T. Ry.....									41	13	41	13
Total.....	104		55	1	2		156	21	82	29	399	51

In its annual report for 1913, the Commission described the character and location of these crossings in detail, so that it is not necessary to repeat this information. The total for the year shows a decrease of two crossings, one in Queens and one in Richmond Borough. The former was due to the elimination of the double crossing at 5th street and Riker avenue on the Main line of The Long Island Railroad at Woodside; the other to the elimination of the grade crossing at Amboy road (Crooks Crossing) at Great Kills on the Staten Island Railway.

WORK OF THE YEAR

Case No. 1266.—The elimination of nine dangerous crossings at Flushing on the North Side division of The Long Island Railroad was completed during the year. These crossings were at Lawrence street, Main street, Parsons avenue, Percy street, Wilson avenue, Boerum avenue, Murray street, 22d street, and Broadway, Flushing. The total cost of the work is more than \$800,000, and the share of the State of New York in consequence will be about \$200,000.

As some of the crossings were completed early in the year the State has already paid out \$150,000. As \$3,261.06 has been expended for supervision, inspection, etc., there is still a balance of \$46,738.94 due the railroad company from the State. The elimination has resulted in a decided improvement in the appearance

of the railroad and the transportation facilities in Flushing. The work was accomplished by elevating the railroad to pass over two streets, the grades of the streets remaining unchanged; the road then falls on a slight grade and passes under five streets with practically no change in the street grades, and then gradually ascends to the level of the original grade of the tracks, where it again ascends to pass over two streets, and then descends to meet the old grade, the two streets being depressed about ten feet below the original grade at crossing. The railroad company has laid a double track throughout, and the entire North Side division has been electrified. The Commission's orders for this elimination were issued on December 30, 1910, and June 28, 1912.

Case No. 1270.—The Commission's order in this case was issued February 7, 1911, and provided for the elimination of the grade crossing of Amboy road, Huguenot, on the line of the Staten Island Railway in Richmond Borough. The work was completed last year. Before the elimination, the railroad was a one-track line and Amboy road was forty feet wide at the crossing. The company double tracked the road at the time the elimination work was going on, and the tracks now pass over Amboy road, which at this point has been widened to sixty feet. Final accounts were rendered the early part of this year. The total cost of the work was \$92,117.02, the State's share being \$18,109.60.

Case No. 1272.—The order of the Commission in this case was for the elimination of another grade crossing of Amboy road, known as Crooks Crossing at Great Kills on the Staten Island Railway. Two different orders were issued, one on February 24, 1911, and the other on May 21, 1912. The work was completed in November, 1914. The elimination was accomplished by diverting Amboy road to pass under the railroad at a point about 275 feet northeast of the original crossing, the railroad being elevated about 6 feet. Final accounts have been rendered, and the total cost has been found to be \$101,987.33, the State's share being \$25,361.94.

Case No. 1261.—On December 8, 1911, the Commission issued an order in this case, calling for the elimination of the grade crossing at Fresh Pond road and Metropolitan avenue on the Mon-

tauk division of The Long Island Railroad in Queens Borough. Work was begun in 1913, and was continued in 1914. The retaining walls required were completed in July, 1914. Work was then discontinued because the railroad company was unable to obtain the money necessary to continue it. The elimination, therefore, has been at a standstill ever since.

Case No. 1431.— This is not a grade crossing proceeding under the Railroad Law, and therefore no State money was allotted to it. The order calls for the widening of Jamaica avenue across the New York and Rockaway Beach division of The Long Island Railroad in Queens. The work was completed late in 1913, and the cost was borne one-half by the railroad company and one-half by the City of New York under a special agreement. Originally, Jamaica avenue was crossed by a bridge set on abutments which were situated on the curb lines. The improvement consisted partly in transferring the abutments to the building line and erecting a bridge spanning the entire width of the street. The work was done under the supervision of the Commission's engineers. The final accounts were rendered during the early part of 1914. The total cost was \$25,668.61, divided equally between the City and the company. The Commission's order was issued on January 19, 1912.

Case No. 1672.— The order in this case, which was issued by the Commission on September 30, 1913, provided for the construction of a foot subway under the tracks of the Atlantic Avenue division of The Long Island Railroad at Railroad avenue, Borough of Brooklyn. The Commission called special attention to the dangerous condition of this crossing in its last annual report. Within two blocks of the crossing is a public school attended by more than 2,000 children, and about 400 of them have to cross the tracks at Railroad avenue four times a day. Within two years three men and a boy had been killed at this crossing. The principal of the school and parents of some of the children attending it, appealed to the Commission to provide some relief. As the State had appropriated no money which would justify the issuance of an order for the separation of grades, the Commission decided to provide temporary relief, and as there was a small balance of grade cross-

ing money available for the purpose, it ordered the company to construct a foot passage underneath the tracks, to be used by the children and others in crossing the same. The work was completed in May, 1914, and final accounts were rendered. The total cost was \$8,270.09, the State's share being \$2,067.52.

Case No. 1405.—The order of the Commission in this case was issued December 1, 1911, and provided for the construction of a foot bridge over the tracks of the New York and Harlem Railroad at 166th street, The Bronx. As this is a new street crossing the railroad, no State money could be used. The cost is to be borne one-half by the railroad company and one-half by the City. The bridge abutments have been erected and the steel for the superstructure is being fabricated. It is expected that the work will be completed during the early part of this year.

Case No. 1475.—This is another case of a new street crossing a railroad and no State money is used. The order of the Commission, issued April 12, 1912, provided for the construction of a bridge across the Spuyten Duyvil and Port Morris Railroad, a part of the New York Central Railroad, at Exterior street in The Bronx. The bridge abutments and steel are now in place, and the work should be completed early in the Spring of this year. The cost, as usual, will be borne one-half by the company and one-half by the City.

Case No. 1381.—This is another case of a new street being carried across a railroad. The Commission's order, issued October 27, 1911, provided for the construction of a bridge to carry Eighth avenue across the Sea Beach division of the New York Municipal Railway Corporation, between 61st and 62d streets, Borough of Brooklyn. The work was begun and finished by the New York Municipal Railway Corporation during the year. No State money is involved. As yet the work has not received final approval from the Commission.

Case No. 1881.—The order of the Commission in this case, adopted December 4, 1914, called for the construction of a foot bridge over the tracks of The Long Island Railroad at Channel avenue near Norton's Creek, Far Rockaway, Queens Borough. This bridge was completed during the year.

WORK SUSPENDED FOR LACK OF FUNDS

The Long Island Railroad Company on account of financial conditions has been unable to procure money needed to carry out orders of the Commission issued for various eliminations. The determination of the Commission for their elimination and the issuance of orders in each case have been reported in previous annual reports. In brief, they are as follows: Case 1384, for the elimination of the crossing at Laurel Hill boulevard, Montauk division, Long Island Railroad; Cases 1264 and 1380, for the elimination of crossings at Hempstead and Jamaica Turnpike, Bennett or Baylis avenue, Wertland avenue, Creed avenue and Madison avenue on the Main line of the Long Island Railroad; Case 1262, for the elimination of the crossing of Farmers avenue, Hollis, on the Main line of The Long Island Railroad.

Cases Nos. 1756 and 1797.— The Commission's orders in these cases provided for the elimination of crossings of the Staten Island Rapid Transit Railway at Pennsylvania avenue, Clifton avenue and Maryland avenue in the Borough of Richmond. Detail plans were submitted during the year and it is expected that construction will begin this month.

CROSSINGS CONSIDERED FOR ELIMINATION

The Commission has considered for elimination, but as yet has issued no final orders, the following additional grade crossings:

Six grade crossings on the Staten Island Railway at Princes Bay and Pleasant Plains, Borough of Richmond, estimated cost \$370,000; the Bay Street crossing of the Staten Island Rapid Transit Railway at Clifton, Borough of Richmond, estimated cost \$330,000; the crossing of Greenpoint avenue on the Montauk division of The Long Island Railroad, Borough of Queens, estimated cost \$200,000; the grade crossing at Lincoln avenue on the Staten Island Railway, Borough of Richmond.

CARRYING STREETS ACROSS RAILROADS

The Commission has made determinations as to the method of carrying the following streets across railroads, the cost to be borne

equally by the railroad company and the City: Case 1402, Ashland street across the New York and Rockaway Beach division of The Long Island Railroad. Construction has not yet begun. Case 1567, Lambertville avenue across the Montauk division of The Long Island Railroad. Construction not yet begun.

READY FOR ELIMINATION

The Commission has considered many other grade crossings and has held proceedings looking to the issuance of orders for their elimination, but owing to the lack of appropriations has been compelled to withhold the adoption of such orders. Its engineers are continuing the study of additional crossings so that when money becomes available the Commission can proceed without loss of time. The following tables show the crossings which have been ordered eliminated; those considered for elimination as to which hearings have been held, and those considered for elimination as to which no hearings have been held:

GRADE CROSSINGS ORDERED ELIMINATED — CASES IN WHICH FINAL ORDERS HAD BEEN ISSUED UP TO DECEMBER 31, 1914

Case No.	Date	LOCATION	Estimated total cost	Estimated cost to City	Estimated cost to State
1266	{ Dec. 30, 1910 } { June 28, 1912 }	Flushing, Queens Borough: Lawrence street, Main street, Parsons avenue, Percy street, Wilson avenue, Boerum avenue, Murray street, 22d street, Broadway, North Side division, Long Island Railroad.	\$1,100,000 00	\$200,000 00	\$200,000 00
1270	Feb. 7, 1911	Huguenot, Richmond Borough: Amboy road, near Huguenot avenue, Staten Island Railway.	72,438 41	18,109 60	18,109 60
1272	{ Feb. 24, 1911 } { May 21, 1912 }	Giffords, Richmond Borough: Crooks Crossing on Amboy road, Staten Island Railway.	101,447 73	25,361 93	25,361 93
1262	Dec. 8, 1911	Queens Borough: Farmers avenue, Main line, Long Island Railroad.	194,000 00	48,500 00	48,500 00
1261	Dec. 8, 1911	Queens Borough: Fresh Pond road, Metropolitan avenue, Montauk division, Long Island Railroad.	400,000 00		
1264	{ Dec. 8, 1911 } { Dec. 8, 1911 }	Queens Borough: Hempstead and Jamaica turnpike, Bennett or Baylis avenue, Wetland avenue, Creed avenue, Madison avenue, Main line, Long Island Railroad.	450,000 00	250,000 00	250,000 00
1384	Dec. 8, 1911	Queens Borough: Laurel Hill boulevard, Montauk division, Long Island Railroad.	150,000 00	1,250 00	1,250 00
1672	Sept. 30, 1913	Borough of Brooklyn: Railroad avenue, Long Island Railroad.	5,000 00	17,375 00	17,375 00
1756	July 1, 1914	Rosebank, Richmond Borough: Pennsylvania avenue, Clifton avenue and Maryland avenue, Staten Island Rapid Transit Railway.	69,500 00		
1797			\$2,542,386 14	\$560,596 53	\$560,596 53

* The Long Island Railroad Company has agreed to bear whatever excess there may be (estimated at \$300,000) in the cost of this improvement over and above its quota of one-half of an agreed total of \$800,000.

GRADE CROSSINGS CONSIDERED FOR ELIMINATION

Cases in which Hearings had been Held up to December 31, 1914. Determinations, However, Cannot be Made until an Appropriation has been Made by the State

Case No.	LOCATION	Estimated total cost	Estimated cost to City	Estimated cost to State
1253	Queens Borough: 18th street, Seventh avenue, 19th street, 22d street, Whitestone branch, Long Island Railroad.....	\$400,000 00	\$100,000 00	\$100,000 00
1259	Queens Borough: Fifth avenue, Whitestone branch, Long Island Railroad.....			
1260	Queens Borough: Merrick road, Lake View avenue, Springfield avenue, Willow place, Montauk division, Long Island Railroad...			
1263	Queens Borough: Hamilton street, Main line, Long Island Railroad.....	200,000 00	50,000 00	50,000 00
1265	Queens Borough: Lawrence street, Old Lawrence street, Bridge street, Myrtle avenue, Whitestone branch, Long Island Railroad.....	25,000 00	6,250 00	6,250 00
1384	Queens Borough: Flushing avenue, Grand street, Old Flushing avenue or Flushing road, Maspeth avenue, Haberman's Factory (Munich street), Clifton avenue, Hobson avenue, or Washington avenue, Montauk division, Long Island Railroad.....	400,000 00	100,000 00	100,000 00
1445	Queens Borough: Grafton avenue, Broadway, Belmont avenue, Liberty avenue and Rockaway plank road, Osone park, Rockaway division, Long Island Railroad.....	700,000 00	175,000 00	175,000 00
1476	Queens Borough: Far Rockaway group; Atlantic avenue, Park avenue, Smith street, Cornaga avenue, Hollywood avenue, Sea View avenue, Mott avenue, Carlton avenue, McNeil avenue, Clark street, Long Island Railroad.....	*980,000 00	245,000 00	245,000 00
1672	Boroughs of Brooklyn and Queens: Norwood avenue, Logan street, Euclid avenue, Crescent street, Railroad avenue, Enfield street, or Eldert's lane, Rockaway plank road, Shaw avenue, Benedict avenue, Woodhaven avenue, Lefferts avenue, Vanderveer place, Napier avenue, Union place, Wyckoff avenue, Grant avenue and Napier place, Greenwood avenue, Elm and Linden streets, Jefferson avenue, Johnson avenue, Beech street, Long Island Railroad.....	1,000,000 00	250,000 00	250,000 00
1271	Richmond Borough: Clove avenue, Sheridan avenue, Grasmere avenue, Garretson place, Parkinson avenue, Staten Island Railway...	†4,320,000 00	1,080,000 00	1,080,000 00
1780	Richmond Borough: Amboy road, Sharrott avenue, Woodvale avenue, Pleasant Plains, and Seguine, Bayview and Manee avenues (Princes Bay), Staten Island Railway.....	100,000 00	25,000 00	25,000 00
1811	Queens Borough: Greenpoint avenue on Montauk division, Long Island Railroad.....	370,000 00	92,500 00	92,500 00
1865	Queens Borough: Greenpoint avenue on Montauk division, Long Island Railroad.....	200,000 00	50,000 00	50,000 00
		\$8,695,000 00	\$2,173,750 00	\$2,173,750 00

* Alternate plans, \$833,440; \$754,530.

† Other estimates vary according to the plans adopted.

GRADE CROSSINGS CONSIDERED FOR ELIMINATION

Cases in which no Hearing had been Held up to December 31, 1914, although Evidence is Ready for Presentation

Case No.	LOCATION	Railroad	Estimated total cost	Estimated cost to City	Estimated cost to State
	<i>Richmond Borough</i> Port Richmond Group: Richmond terrace, Broadway, Richmond avenue, Maple avenue, Elm street, Sharpe avenue, Lafayette avenue, Nicholas ave..	Staten Island Rapid Transit Railway No. Shore division.....	\$1,000,000	\$250,000	\$250,000
	Mariners' Harbor Group: John street, Douglas avenue, Newark avenue, Morning Star road, Granite avenue, Bay avenue, Simonson avenue, Van Name avenue, Van Pelt avenue, Central avenue, Union avenue, Harbor road, South avenue....	Staten Island Rapid Transit Railway, No. Shore division..	1,000,000	250,000	250,000
	Stapleton: New York avenue and Bay street.....	Staten Island Rapid Transit Railway and Staten Island Railway, South Shore division.....	320,000	80,000	80,000
	Long Island City: Queens Borough: Borden avenue, East avenue, Third street and Vernon avenue.....	Long Island Railroad, Main line.....	200,000	50,000	50,000
			\$2,520,000	\$630,000	\$630,000

RECAPITULATION

	Total estimated cost	Cost to City	Cost to State
Cases in which hearings had been held up to December 31, 1914.....	\$8,695,000 00	\$2,173,750 00	\$2,173,750 00
Cases in which no hearings had been held up to December 31, 1914.....	2,520,000 00	630,000 00	630,000 00
Cases in which final orders had been issued up to December 31, 1914.....	2,542,386 14	560,596 53	560,596 53
	\$13,757,386 14	\$3,364,346 53	\$3,364,346 53

PROTECTION AT GRADE CROSSINGS

As in previous years, the Commission has continued its efforts to provide adequate protection at grade crossings pending their elimination. Such protection consists of gates at the most dangerous crossings, the stationing of flagmen or the placing of warning bells or signs at crossings where the traffic is not heavy enough to justify the installation of gates. Only one set of gates was ordered during the year, for the reason that orders previously issued had covered all crossings where such protection was deemed necessary. The following table shows the number of crossings in each borough, protected and unprotected, and the nature of the protection.

Borough	Public	Private	Total	Gates	Flag, day only	Flag, day and night	Bell	Sign	No pro- tection
Manhattan.....	104	.....	104	10	19	16	.....	.....	59
Brooklyn.....	55	1	56	23	.....	.....	.....	22	11
Bronx.....	2	.....	2	2	.....	.....	.....	.....	.....
Queens.....	156	21	177	150	.....	2	7	11	7
Richmond.....	82	29	111	51	6	1	17	29	7
	399	51	450	236	25	19	24	62	84

Case No. 1872.—In December, 1914, the Commission issued an order for the installation of crossing gates at West 132d street on the New York Central and Hudson River Railroad. This will permit the opening of this street for vehicular traffic under proper protection. For many years residents of the neighborhood have been trying to have this crossing opened. The Commission instituted a proceeding and inquired into the situation. The investigation showed that the crossing had been legally opened in 1894 or 1895, but that the railroad company had never planked the crossing between the rails or made it safe for vehicles to use it. The order requires the gates to be installed and ready for operation by February 1, 1915.

Case No. 1765.—Work was completed during the year under this order which required the installation of crossing gates at Glenwood road and at Conklin avenue, the stationing of a flagman at Flatlands avenue and at Avenue L, and the installation of an

automatic bell at Skidmore lane and at Avenue N — all grade crossings on the Canarsie line of the New York Consolidated Railroad Company.

Through the efforts of the Commission, better police protection has been provided at Benedict avenue on the Atlantic Avenue division of the Long Island Railroad during school hours.

CHAPTER V

REGULATION OF TRANSPORTATION CORPORATIONS

Under the Public Service Commissions Law the Commission continued during the year 1914, the supervision and regulation of transportation corporations within the First District. The list of transportation companies under the jurisdiction of the Commission is given in chapter I of this report, together with statistics as to the capitalization, receipts and expenses of such corporations for the last fiscal year. Under the law the companies are required to provide safe and adequate service, and the Commission, through its bureaus and inspectors, has kept advised as to the character of the service rendered and has taken steps from time to time to bring about needed improvements.

Probably no other public service enters so closely into the daily life of the population of New York City as the service provided by the railroad, street railroad and omnibus companies. The facilities for transportation for years have been and still are inadequate to the demands. Reports from the several companies for the fiscal year ended June 30, 1914, show that the total number of passengers carried on the street railroads of the City, that is, on the subway, elevated and surface car lines, was 1,813,204,692. This was an increase of 43,328,184 over the previous year. To meet this increase in a measure the companies generally expanded their service by operating more car miles. The year's traffic showed an increase of 2,037,506 car miles over the previous year, which gave an increase of about 200,000,000 car seat miles. This was a little less than 2 per cent in the seating capacity afforded, while the general traffic increase was in excess of 2 per cent.

Pending the construction of the new rapid transit lines it has been impossible for the companies operating the subways and elevated railroads to add, even in a slight measure, to their track capacity, and as this track capacity was completely absorbed in the rush hours, it follows that increase of service was possible only outside of those hours. Practically the same conditions exist on the principal surface car lines which show no appreciable increase in trackage for the year. The total miles of track operated increased from 1,561.45 to 1,576.47. Ten miles of this increase was due to the opening of the Manhattan and Queens Traction Corporation's Jamaica line in Queens Borough, and there were other slight increases in trackage in The Bronx and Manhattan. Taking into consideration the lack of such track increase and the existing congestion during the rush hours, the increase in car-seat miles is not a bad showing. With the relief which will be afforded by the placing in operation of parts of the Dual System, it is expected that traffic conditions in general will show a marked improvement in another year; and with the whole system placed in operation vastly better, if not entirely satisfactory, conditions will prevail upon the rapid transit lines. The improvement in rapid transit service will relieve the pressure upon the surface car lines to a great extent, so that the completion of the Dual System will bring about a general betterment in the entire transportation service of the City.

Of the 1,576 miles of track operated by all street railroad companies, a little more than 300 are operated by the so-called rapid transit companies, namely, the Interborough Rapid Transit Company, which operates the City subway and the elevated railroads in Manhattan and The Bronx; the Hudson and Manhattan Railroad Company, which operates the tubes from New York City to New Jersey; and the New York Consolidated Railroad Company, a part of the Brooklyn Rapid Transit system, which operates the Centre Street Loop subway in Manhattan, owned by the City, and the elevated railroads in Brooklyn, owned by the company.

The other trackage, namely, about 1,250 miles, is operated by the various surface car lines of the several boroughs, mainly by

the New York Railways Company and the Third Avenue Railway Company in Manhattan and The Bronx; the various Brooklyn Rapid Transit Companies in Brooklyn and Queens; the New York and Queens County, the Long Island Electric, the New York and Long Island, the New York and North Shore, the Manhattan and Queens and the Ocean Electric companies in Queens Borough; the Richmond Light and Railroad Company and the Staten Island Midland Railway Company in the Borough of Richmond. The companies, at the end of the year, had for operation a total of 12,359 passenger cars, of which about 4,500 were used on rapid transit lines and about 7,800 on the surface car lines.

All the rapid transit lines and nearly all of the surface car lines are operated by electric power, the rapid transit lines by the third-rail system and the surface lines by underground and overhead trolleys. A few of the latter are operated by storage battery electric cars; and there is one line of electric motor omnibuses, which operates over specified routes in Manhattan. The electrification of street surface railroads, which has been in progress for years, is nearly completed. Cars drawn by horses now remain only upon the following lines in the older part of Manhattan: Madison Street Crosstown, Chambers Street and Bleecker Street.

The first horse cars were operated in New York City in 1832. In 1888, the first electric cars were placed in service, and in 1892, the first cable cars. The cable cars were abandoned some years ago. Since the organization of the Commission, July 1, 1907, there has been a great improvement in the type of street cars used. The modern car has a much larger seating capacity than the old style. The old cars contained from 24 to 34 seats, while the new cars have from 44 to 58 seats. The substitution of electric for horse power has greatly increased the speed, and in consequence the capacity of the surface lines.

During the last year, the Board of Aldermen passed an ordinance requiring the "near-side stop", that is, the stopping of street cars upon the near side instead of the far side of intersecting streets. Reports from the companies since this ordinance went into effect, September 1, 1914, show that it has improved condi-

tions in regard to the maintenance of headway and the lessening of accidents in boarding and alighting.

The Commission, through its Transit Bureau, made a large number of investigations and studies of street railroad traffic during the year. By bringing the results to the attention of the companies some relief was obtained by increasing car mileage through effective rerouting and additional equipment. Counts were made of the passengers using the several lines, and these were made a basis for the redistribution of service. In this manner, the car mileage saved on one line could be utilized on other lines where more needed.

A study also was made of excessive car loading. The most prolific causes of this were found to be irregularity of headway, due to street obstructions, careless dispatching or improper schedules. Maintenance of headways is greatly assisted by the work of the Police Department in keeping other kinds of traffic moving and thus preventing blockades.

Excluding obstructions, the minimum headway on the surface car lines is about 30 seconds, allowing the operation of approximately 120 cars per hour. On the elevated railroads, the minimum headway is 1 minute 6 seconds, making possible the passage of 54 trains per hour. On the subway, the minimum headway is 1 minute 48 seconds, making possible the operation of 33 trains per hour.

During the year, 224 new cars were placed in service upon surface lines, as follows:

New York Railways Company.....	158
Third Avenue Railway Company.....	32
Manhattan and Queens Traction Corporation...	25
Manhattan Bridge Three Cent Line.....	6
Marine Railway Company	3

The new type of car, with long platforms, has proved a time-saver in operation. It requires less time in unloading. The Commission's investigations show that the so-called stepless cars, as

well as the cars with automatic folding steps, have greatly reduced accidents in boarding and alighting.

EXTENSIONS AND IMPROVEMENTS

Rush-hour service in the Centre Street Loop subway was increased during the year from thirty-three to forty-two trains per hour. This was a reduction in headway from 1 minute 49 seconds to 1 minute 26 seconds.

The new elevated connection between the Broadway elevated railroad and the Myrtle Avenue elevated line in Brooklyn was completed and placed in operation. A new service was inaugurated between Metropolitan avenue and Chambers street, Manhattan, via Myrtle avenue, Broadway and the Centre Street Loop. This relieved to an extent the traffic over the Brooklyn bridge, but increased it correspondingly over the Williamsburg bridge.

A new station was opened on the Broadway-Canarsie elevated railroad at Livonia avenue, and an additional exit was placed at New Lots Road station on the same line.

In Brooklyn a new entrance to the Hoyt Street subway station was opened through the store of A. I. Namm and Son. A new stairway to the Wall Street station of the subway in Manhattan is being built.

A new station was established and opened for traffic at 38th street, Manhattan, on the Sixth Avenue elevated railroad, and another at 99th street on the Ninth Avenue elevated railroad. Two additional stairways were built at the elevated station at 149th street and Third avenue.

The Manhattan and Queens Traction Corporation opened its new line from Newtown to Jamaica.

The Union Railway Company extended its 145th Street line from Eighth avenue to Amsterdam avenue.

The Staten Island Railway Company opened a new station at Eltingville.

At the 14th Street station of the subway, the Interborough Rapid Transit Company has installed an automatic device for the

purpose of bridging the gap between car entrances and the curved station platforms. It is operated by electricity, sliding out from the platform when the train is at the station and receding underneath the platform as the train pulls out. The device has worked so well that its installation in other stations having curved platforms is probable.

Better access to stairways leading to elevated railroad stations was obtained in many places by the removal of the bulkheads at the foot of the stairs. These bulkheads, in some cases, shut off the direct entrance to the stairs so that passengers had to enter or leave by the side entrances. By order of the Commission, such bulkheads were changed and placed parallel with the curb, so that direct access to the stairways would be unobstructed.

Additional ticket sellers and ticket choppers were placed on several stations on both elevated and subway lines, and the location of ticket booths was changed wherever necessary to remove obstructions to the flow of traffic. Some news-stands also were relocated on the same account.

Studies of the traffic situation revealed the need of a form of emergency ticket. The Commission issued orders requiring companies to extend such privileges to their patrons, by providing them with tickets to be given at the end of a fifteen minute blockade, such tickets if used within seventy-two hours of the time issued, entitling the holder to continue his trip on any other line operated by the same company. This practice will reduce inconvenience to passengers resulting from the tying up of service on account of accidents, fires or other emergency.

Investigation of a fire on the Long Island Railroad Company's Rockaway Beach trestle was begun, and the case is now pending before the Commission. The inquiry is to determine whether an order shall be issued requiring the company to construct a board walk along this trestle across Jamaica Bay, so that in emergencies passengers may disembark and walk safe to land.

A new stage line was established by the Hillside Transportation Company between Guilford Street station and Hollis, via Hillside, and through the Jamaica suburbs.

In February, at the suggestion of the Commission, the Interborough Rapid Transit Company began the operation of all local trains on the Broadway branch of the subway through to Dyckman street in the evening rush hours. Prior to that time one-half of such trains were stopped at 137th street. The extension caused improvement in the service as well as a lessening of the congestion at 137th street.

In February, 1914, the companies operating cars over the Williamsburg bridge submitted to the Commission a result of a traffic count made for one continuous period of twenty-four hours during the month of November previous. This showed that the Williamsburg bridge was performing a larger traffic service than the Brooklyn bridge, having carried during the period named, 313,347 passengers against 306,845 passengers carried by the Brooklyn bridge. In the same twenty-four hours the Queensboro bridge carried 78,980 and the Manhattan bridge 43,820. The total for all bridges was 742,992, an increase of 12.6 in one year.

In October, the Commission ordered the Interborough Rapid Transit Company to widen the 23d Street station platforms on the Third Avenue elevated railroad to a uniform width of ten feet, except for about forty feet at the northerly end of the southbound platform. The existing platforms were only six or seven feet wide outside of the central portions, where the ticket offices are located.

STEAM RAILROAD TERMINALS

There are at present twenty-three passenger terminals at passenger piers or ferry terminals on the waterfront, besides those inland — three on Manhattan Island, one each in Queens and Brooklyn. The operation is strictly terminal, there being no physical connection between the stations permitting a through or loop movement.

The passenger travel during 1914 at such terminals was as follows:

Long Island Railroad:

Atlantic Avenue.	18,005,928
Long Island City.	1,850,227

Pennsylvania Railroad:

Pennsylvania Terminal	19,055,827
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New York Central Railroad:

Grand Central Terminal	23,533,119
Union Ferries.	7,130,275
Municipal Ferries.	16,242,175
New York and College Point Ferries.	430,906
Central Railroad of New Jersey Ferries.	15,230,075
Delaware, Lackawanna & Western Ferries.	56,650,260
Erie Railroad Ferries.	27,124,442
West Shore Railroad Ferries.	23,533,119
Hudson and Manhattan Railroad.	60,051,890

THIRD-TRACKING OF ELEVATED RAILROADS

As reported in detail in chapter III, the construction work on the third-tracking of the elevated railroads in Manhattan and Brooklyn began during the year. So far, the contractors have been able to prosecute the work without undue interference with the daily operation of trains.

RAILROAD TARIFFS, ETC.

The Commission, through its Transit Bureau, continued the inspection of railroad and street railroad tariffs as well as those of stage lines, express and baggage companies. Several complaints were investigated, and some irregularities in freight rates, passenger fares and practices were found, which were corrected when brought to the attention of the corporations.

In accordance with the law, the Commission adopted twenty-seven orders granting permission to various companies to put into effect, on less than thirty days' notice, changes in schedules, rates,

fares or charges. One permission was granted to a railroad company, under Section No. 48 of the Public Service Commissions Law, authorizing reparation by a common carrier for unjust and unreasonable charges.

INSPECTION OF LOCOMOTIVE BOILERS

The following totals indicate the classifications of defects found on locomotives inspected during the year:

Number of locomotives operated.....	85
Number of locomotives in shop undergoing repairs.....	6
Number of locomotives available for service.....	79
Number of inspections of locomotives made.....	901
Boilers, flues and fire boxes leaking.....	69
Foundation rings leaking.....	27
Air, steam and vacuum brake equipment defective.....	5
Safety appliances defective.....	29
Boiler mountings in cab defective.....	33
Boiler mountings outside of cab defective.....	21
Metallic packing leaking.....	22
Water glasses without guards.....	0
Lubricator glasses without guards.....	3
No. of boilers found with broken stay bolts.....	18
No. of defective gauge cocks reported.....	27
No. of defective water glass cocks.....	19
No. of bursted flues found and reported.....	4
No. of locomotives reported with leaks which would tend to obscure the vision of the engineer.....	53
No. of locomotives reported with stay bolts plugged or tell-tale holes hammered over.....	5
No. of boilers not conforming to our regulations.....	6
Injectors found defective.....	1
No. of locomotives reported with sharp flanges and flat spots on engine truck and tender truck wheels.....	6
No. of locomotives reported with defective plates in boiler.....	1
No. of locomotives taken out of service on account of defects which were considered dangerous by inspector.....	10

In making inspections a uniform and thorough inspection is made of all the locomotives operated within this district. Representatives of the railroads are frequently consulted and suggestions and recommendations made if necessary for the improvement of the locomotives. Inspections made during the year show the boilers, machinery and safety appliances to be in generally good condition.

EQUIPMENT INSPECTION

Through the Bureau of Equipment Inspection, the Commission continued the work of inspecting and approving or disapproving plans submitted by various companies for the purchase of new equipment. Continuous inspection of the installation of equipment has been maintained to determine whether it complies with the approved plans and specifications. Plans were submitted by the New York Municipal Railway Corporation for cars, substation buildings, cables, station and tunnel light, installation of track material, telephone, emergency alarm system and installation of contact rail. The Interborough Rapid Transit Company submitted plans for temporary equipment of the Steinway Tunnel, installation of duct lines from the 74th Street power plant, signal system for the new third-tracks on elevated lines, telephone system, lighting, etc.

In coöperation with the Division of Materials of the Engineering Department, the Bureau of Equipment Inspection has made tests of electrical character on equipment materials. In this way, it has checked the conductivity of contact rails at the rolling mills and tested cables at the mills to determine the insulation properties, as required by approved specifications.

A study was made of designating signs at the stations in the subway. As a result, the Interborough Rapid Transit Company was requested to experiment with a vertical sign placed upon the steel columns supporting the roof of the subway, at such a height that passengers in the trains would be able to read it through the car windows. The recommendation was carried out at the Astor Place station of the subway and the result was so satisfactory that the company has been requested to place such signs at all stations.

General inspections were made of all tracks of the Brooklyn Rapid Transit system, the New York Railways Company, the Third Avenue Railway Company, the Richmond Light and Railroad Company and the Staten Island Midland Railway Company, and an office record was made of their condition. These records

will be used in determining what tracks should be rebuilt or repaired during the year 1915.

PASSENGER CARS IN SERVICE

The following tables show the number and character of passenger cars in use on the several lines in the City at the close of the year 1914, as well as the additional cars placed in service during the year:

ROLLING STOCK AS OF JANUARY 1, 1915 — PASSENGER SURFACE CARS

	Open h orse cars	Closed h orse cars	Single-truck, open	Double-truck, open	Single-truck, closed	Double-truck, closed	Double-truck semi-conver- tible	Double-truck pay-as-you-enter, closed	Low level pay-as-you-enter convertible	Single-truck closed storage battery	Double-truck, center entrance	Single-truck, center entrance, storage battery (steel)	Double-truck, double-deck (steel)	Totals
Brooklyn Rapid Transit System (including Coney Island and Brooklyn).....			169	1,009	106	711	1,026	4			101			3,126
New York & Queens County Railway Company.....			118			136	20							274
Long Island Electric Railway Company.....			16	5	5	1	10							37
Manhattan Bridge Three Cent Line.....					13	12								25
Manhattan & Queens Traction Corporation.....					16						25			41
Marine Railway Company.....										3				3
Van Brunt Street & Erie Basin Railroad Company.....			7		7									14
Ocean Electric Railway Company.....			2	10	1	441		12						25
New York Railways Company.....	52	126	272	228	23	227	404	150	33		176	46	1	2,224
Third Avenue Railway Company.....														1,065
Belt Line Railway Corporation.....				38	43	92	25			79				79
Union Railway Company.....			25	10	14		3	30						233
New York City Interborough Railway Company.....														57
Brooklyn and North River Railroad Company.....														
Dry Dock, East Broadway & Battery Railroad Company.....							75			50				50
42d Street, Manhattanville & St. Nicholas Ave. Railway.....					91					31				107
28th & 29th Streets Crosstown Railroad Company.....								68						275
Second Avenue Railroad Company.....			40	100	16	107								60
Staten Island Midland Railroad Company.....			70	20	42			4						132
Richmond Light & Railroad Company.....														
Total surface cars.....	52	126	719	1,602	659	1,727	1,563	824	33	163	302	46	1	7,817
Fifth Avenue Coach Company.....														128
Of the above cars, those added during 1914 are:														
Manhattan Bridge Three Cent Line.....						6								6
Manhattan & Queens Traction Corporation.....														25
Marine Railway Company.....										3	26			29

ROLLING STOCK AS OF JANUARY 1, 1915 — MULTIPLE UNIT PASSENGER CARS — ELEVATED, SUBWAY AND INTERURBAN LINES

	Open wood trailer	Steel motor	Copper sheathed motor	Copper sheathed trailer	Convert- ible wood motor	Closed and semi-con- vertible wood motor	Closed wood trailer	Combina- tion steel motor	Combina- tion wood trailer	Single- truck storage battery	Totals
Hudson & Manhattan Railroad Co.	126	.....	.....	.....	.....	.....	.....	.....	.....	126
Interborough Rapid Transit, Manhattan Railway (elevated)	36	.....	.....	.....	.....	1,026	715	.....	.....	.....	1,777
Interborough Rapid Transit (subway)	685	123	353	.....	.....	.....	.....	.....	.....	1,141
Long Island Railroad Co.	409	.....	.....	.....	.....	72	50	6	4	841
New York Consolidated Railroad Co.	1	.....	.....	218	440	268	.....	.....	.....	927
New York, Westchester & Boston Railway Co.	28	.....	.....	.....	.....	.....	2	.....	.....	30
New York Central & Hudson River Rail- road Co.
New York, New Haven & Hartford Rail- road Co.
Pennsylvania Railroad Co.
Total	36	1,229	123	353	218	1,466	1,055	52	6	4	4,542

* Reports to Public Service Commission, Second District.

Of the above cars, 40 steel motor cars and 18 combination motor cars of the Long Island Railroad were added during the year 1914.

NOTE.—With the exception of the New York Consolidated Railroad Company and the Interborough Rapid Transit Company, the above companies operate also outside the First District.

REDUCTIONS IN FARE — FORMAL CASES

Comparatively few cases involving the rates of fare charged by railroad or street railroad companies came to the attention of the Commission during the year. A few reductions in rates were made. One surface car company established a special tariff at reduced rates for children; and the Brooklyn Rapid Transit made an extension of the hours in which the five-cent rate to Coney Island applies. In another case, the Commission ordered a reduction in the fare between Manhattan and Rockaway park.

Special School Tariff, Manhattan and Queens Traction Corporation.—In January, 1914, the Manhattan and Queens Traction Corporation which then operated a line of trolley cars from Manhattan over the Queensboro bridge and through Thomson avenue to Broadway, Queens, began operation of an extension of its line to Jamaica. In its tariff, filed to cover this extension, while a five-cent fare was generally provided, a special school rate of three cents for school children under eleven years of age was made applicable to certain schools in the Borough of Queens.

Westcott Express Company Reduces Taxicab Rates.—In April, 1914, the Commission approved a new tariff filed by the Westcott Express Company, making certain reductions in taxicab rates from the New York Central, the West Shore and D. L. & W. terminals. The new tariff established a new zone within the boundaries of the old zone surrounding each terminal and reduced the minimum fare to any point in the new zone to sixty cents but retained the seventy-five cent rate to the extremity of the old zone. It also reduced the rate for hourly service from \$2.50 to \$2.

Extension of Five-cent Hours to Coney Island.—Upon complaint of the Van Siclen Taxpayers' Association, the Commission in January, 1914, instituted a proceeding to inquire into the rates of fare to and from Coney Island charged by the New York Consolidated Railroad Company. As stated in the Commission's previous reports, this company, at the suggestion of the Commission, had established a round-trip rate by which a five-cent fare each way could be obtained during certain hours. The Van Siclen Association complained that the hours in which such

rates were available were unduly restricted. The proceeding was closed by the agreement of the company to extend the hours during which such rates would be effective coming from Coney Island between 5 and 9 o'clock in the morning instead of from 6 to 9 as before; and from Manhattan from 2 to 8 o'clock p. m. instead of from 3 to 8 o'clock as previously. To get the benefit of these rates passengers were required to purchase commutation books containing twelve round-trip tickets at \$1.20 per book.

Case No. 1750.—New York Consolidated Railroad Company and Long Island Railroad Company.—This proceeding was begun in October, 1913, upon motion of the Commission to inquire into the fare charged on the Rockaway Beach line of The Long Island Railroad, over which trains of the New York Consolidated Railroad Company are operated. Several complaints had been received that on boarding trains of the New York Consolidated Company, a passenger had to pay five cents to get on trains and was then compelled to pay fifteen cents more, making a total fare of twenty cents for the trip which could be made for fifteen cents if he had purchased a ticket before beginning his ride. The Commission ordered both companies to accept a fare of fifteen cents, whether paid on the trains or by the advance purchase of a ticket, holding that a rapid transit railroad cannot collect a premium upon fares paid to a train conductor, a privilege allowed to steam railroads under the Railroad Law. The company asked for a rehearing which was denied by the Commission. In the latter part of August, both companies notified the Commission that they were obeying the order.

TRANSFERS

Case No. 1801.—Nassau Electric Railroad Company, Coney Island and Brooklyn Railroad Company and Other Companies.—In the latter part of 1913, the Commission received several complaints as to the transfer privileges on certain surface car lines of the Brooklyn Rapid Transit system and began an investigation. It soon became evident that the old transfer system, established in 1912, was not working satisfactorily, and accordingly, the scope of the proceeding was broadened to cover all lines of the Brooklyn Rapid Transit Company. A new case was opened

(No. 1801), and the order for hearings therein was served upon the Coney Island and Brooklyn Railroad Company, the Coney Island and Gravesend Railway Company, the Brooklyn, Queens County and Suburban Railroad Company, the Nassau Electric Railroad Company and the Brooklyn Heights Railroad Company. While the original proceeding was pending, the Commission and the company appointed a joint committee to consider the whole transfer question. The committee appointed by the Commission included inspectors from the Transit Bureau familiar with the Brooklyn car lines. This committee held numerous conferences with representatives of the company, and the result was a joint report establishing an entirely new system of transfers, which provided for an increase of 287 transfer points, making the total number 1,008. The company refused to accept this report in its entirety, and additional conferences were held. Hearings before the Commission were held on February 20th, March 5th and March 6, 1914. A new system was finally worked out, upon the basis of providing a transfer at every intersecting point of the surface lines controlled by the Brooklyn Rapid Transit system regardless of operating companies. The new system allowed passengers to ride from any section of Brooklyn to any other section for a single fare, except that the ten-cent fare to Coney Island, Flushing and North Beach was not disturbed. When the details had been agreed upon, the Commission adopted an order, March 17, 1914, establishing the new system and naming the transfer points. This order was accepted by the company and put into effect June 1, 1914. While there have been some complaints, the new system has, on the whole, worked well. It gives to the traveling public many more transfer privileges than they enjoyed under the old system.

Case No. 1851.—Van Brunt Street and Erie Basin Railroad Company and Intersecting Lines.—In July, 1914, the Commission received complaints that transfers previously given between the Van Brunt Street line and the Coney Island and Brooklyn Railroad Company's Hamilton Ferry line, had been discontinued. A proceeding was instituted and an inquiry made by the Commission. It developed that the exchange of transfers was

suspended following the acquisition by the Brooklyn Rapid Transit system of the Coney Island and Brooklyn property, on the ground that the territory was amply provided for by the transfers allowed to the Crosstown and Hicks Street lines of the Brooklyn Rapid Transit system. In November, 1914, the Commission issued an order requiring the Coney Island and Brooklyn Company and the Van Brunt Street and Erie Basin Railroad Company to resume the exchange of transfers.

Municipal Ferry Transfers to Surface Cars.— In the early part of the year 1913, Chairman Edward E. McCall, in studying the general transit situation in connection with the Dual System contracts, became convinced that the people of Richmond, whose only means of communication with Manhattan is by water, did not have the advantage already enjoyed by the other boroughs of reaching points in Manhattan for a single fare. The Dual System contracts amplified this one-fare privilege for Brooklyn, Queens and The Bronx, but made no such provision for Richmond. Accordingly, the Chairman suggested to the New York Railways Company the advisability of making a transfer agreement with the City which operates the municipal ferry between Manhattan and Staten Island. The company agreed to the suggestion, and later took the matter up with the Dock Department of the City. The result was an agreement, arrived at during the year, by which, beginning in October, 1914, such a transfer system was established. Under this system, passengers coming from Staten Island pay five cents for their ferry passage and receive a transfer entitling them to continue their journey on land by any of the lines of the New York Railways Company reaching the ferry terminal at the Battery; and passengers on such lines of the railway company upon paying a five-cent fare receive a transfer entitling them to continue their ride on the municipal ferry boats to Staten Island. The basis of the agreement is that for every such fare, the company receives three cents and the municipal ferry two cents. The car lines upon which such transfers are given and received are the Broadway-Columbus Avenue, Sixth and Amsterdam Avenues and Eighth Avenue.

IMPROVEMENTS AT 149TH STREET STATION

Case No. 1790.— Following the receipt of numerous complaints of congestion at the 149th Street station, where the Third Avenue Elevated Railroad crosses over the elevated structure of the Lenox Avenue division of the subway, the Commission instituted this proceeding to inquire whether any improvements should be made. Hearings were held, and the testimony showed that there was great congestion at this point which is a transfer point between the elevated and subway. The company admitted the fact, but contended that the third-tracking of the elevated railroad, under the Dual System contracts, soon to begin, would result in a practical reconstruction of the station, which would put an end to the existing congestion. The proceeding was discontinued after the company, at the suggestion of the Commission, had stationed an additional transfer man at one of the gates and divided the passageways for passengers coming from the elevated railroad and those coming from the subway. In May, 1914, the Grand Jury for the County of The Bronx investigated the conditions at 149th street and requested the Commission to recommend to the Interborough Company certain improvements, including the widening of the unloading platform on the easterly side of the elevated station, the building of a new stairway from it to Willis avenue sidewalk, the construction of an additional gallery and stairway from the mezzanine to the westerly sidewalk of Third avenue and the construction of new stairways and gallery from the island platform to the westerly sidewalk of Third avenue. The Commission again took up the matter with the Interborough Rapid Transit Company, and on May 15, 1914, announced that the company had agreed to widen the easterly platform and to construct stairways at the southerly end and also to construct an additional gallery from the mezzanine to the westerly sidewalk. This work would be done in connection with the third-tracking improvement, but the company declined to build an additional stairway from the center platform as it would have to be torn down during the reconstruction work. On June 2, 1914, the Commission approved the plans submitted by the company for the proposed improvements, and work thereon was begun a short time later.

TRANSFER OF PELHAM PARK ROAD

During the year the Commission was informed that the Third Avenue Railway Company had made arrangements for the purchase from the Interborough Rapid Transit Company of the Pelham Park and City Island Railroad Company. The company's application for the acquisition of the stock has not yet been submitted to the Commission for approval. The Third Avenue Company, however, has taken possession and is operating the railroad. As told in the last annual report, the Commission in 1913, approved the reorganization plan by which the two old companies were consolidated into one, to be known as the Pelham Park and City Island Railroad Company. It also authorized the issue of stock by that company and the construction of a standard gauge electric trolley railroad to take the place of the part monorail and part horse car line formerly operated. The consent of the Commission to the construction and operation of the new railroad applied to the route previously operated by the two old companies or to such alternative route as may be authorized by law and consented to by the City authorities and property owners affected, provided the company should take all steps not already taken to procure the needed rights. Since that time the company has been negotiating with the City authorities for certain additional rights, and the Commission from time to time has granted extensions of time in which to construct the line. The last extension expired on December 31, 1914, and the company has filed an application for a further extension. The Third Avenue Company meanwhile is operating storage battery electric cars over the line.

TAXICAB COMPANIES

Case No. 1854.—The Legislature of 1913 extended the jurisdiction of the Commission to steam companies and baggage and transfer companies. As a preliminary to further regulation work, the Commission served upon such companies a general filing order calling upon them to file with the Commission certain statements as to their organization, capital stock, etc. One of the companies so served was the Yellow Taxicab Company. The Commission does not assert jurisdiction over taxicab companies in general, but

only over such companies as have contracts with railroad companies. In reply to the filing order, the Commission was informed that the Yellow Taxicab Company had been merged with the Mason-Seaman Transportation Company into a new corporation, known as the Mason-Seaman Transportation Company. It was also ascertained that the new corporation had issued securities. Inasmuch as no application for the approval of such securities had been made to the Commission, this proceeding was instituted to inquire into the matter. A hearing was called for August 3, 1914, but no testimony was taken, and the hearing was adjourned from time to time until November 12, 1914, when Counsel for the Commission announced that the Corporation Counsel had objected to the Commission's exercising jurisdiction over the Mason-Seaman Transportation Company, on the ground that it is not a common carrier in the meaning of that term as used in the Public Service Commissions Law. The Commission's Counsel said that the proceeding had been instituted under a recent amendment to that law, which classes among common carriers such baggage and transfer companies as have contracts with railroad companies. He admitted, however, that there is some uncertainty as to the law, and pending its clarification, as well as out of courtesy to the Corporation Counsel, he suggested that the proceeding be adjourned subject to the call of the Commission. All parties being agreeable to the suggestion, the case was so adjourned.

MODIFICATIONS OF ANTI-SMOKING ORDER

Case No. 1689.—In April, 1914, the Commission received an application from the Third Avenue Railway Company for a modification of the order issued in 1913, forbidding smoking upon street railroad cars except upon the four rear seats of open cars of the running board type. The Third Avenue Company operates convertible cars, and in the Summer season the windows of these cars are removed so that they become practically open cars. The company, therefore, sought permission to permit smoking upon cars of this type when operated as open cars. The Commission granted the application and adopted an order exempting such cars from the operation of the final order adopted in August, 1913.

In June, the Commission received a similar application from five companies of the Brooklyn Rapid Transit system, namely, the Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the Coney Island and Brooklyn Railroad Company and the Coney Island and Gravesend Railway Company. On June 16, 1914, the Commission adopted an order modifying the previous order to the same extent as in the modification above referred to, namely, permitting smoking upon the four rear seats of convertible cars operated by the Brooklyn companies during the season when such cars are operated as open cars.

On June 3, 1914, the Commission received applications from the Interborough Rapid Transit Company and the New York Railways Company requesting modification of the anti-smoking order so as to except from its provisions the stations of the Third Avenue elevated railroad in Manhattan and The Bronx, the open cars operated on the elevated line and certain portions of the low level center entrance cars operated by the New York Railways Company. On July 30, 1914, the Commission denied the application.

Case No. 1726. — Extension of Street Railroad in Queens.— This proceeding was instituted in September, 1913, after the receipt of complaints from property owners and residents of the north side of Corona, East Elmhurst and Flushing asking that the New York and Queens County Railway Company exercise its franchise by constructing an extension of its existing line on Flushing or Astoria road from Ehret avenue to a point where Flushing or Astoria road meets Jackson avenue. Hearings were held and the testimony showed that the company's franchise covered the portion of the route over which the extension was asked as well as that part already constructed and operated. The company contended, however, that the street was not graded and that it would be a hardship to compel it to build the tracks now and tear them up later when the grading and regulating of the street are completed. Commissioner J. Sergeant Cram who held the hearings, submitted an opinion in January, 1914, recommending that the Commission order the company to build the extension.

On January 6, 1914, an order to carry out this recommendation was submitted to the Commission and defeated by a vote of three to two. In July, 1914, the petitioners for the extension applied for a rehearing which was granted on July 30, 1914. The rehearing was held in September, 1914, and continued with adjournments from time to time through the month of October and to November 9, 1914, when it was closed. During the rehearing, an adjournment was taken to give the petitioners opportunity to ascertain whether the City authorities would take any action at this time looking to the grading of the street. They reported later that the City would not take any such action in the immediate future. At the close of the rehearing, briefs were filed by the petitioners and by the company, and the Commission took the matter under advisement. On December 8, 1914, Commissioner George V. S. Williams, before whom the rehearing was held, submitted an opinion in which, while recognizing the hardship to the company in being compelled to build the extension upon one grade and then change to another and the probability that for some time the new stretch of road would be unprofitable, pointed out that the company had agreed in its franchise to construct the whole of its route and therefore is legally obligated to build the road irrespective of existing conditions. He recommended that Counsel be instructed to proceed in the Supreme Court against the company, under Section 57 of the Public Service Commissions Law, to compel it to construct the extension. A final order so directing Counsel was adopted by unanimous vote of the Commission on the same day. Subsequently, the company notified the Commission that it wished to abandon that part of its franchise covering the route of the proposed extension, but the Commission refused to consider the application because it did not show that the declaration of abandonment had been approved by the stockholders and directors of the company, as required by the Railroad Law.

ACCIDENTS ON RAILROADS AND STREET RAILROADS

Under the Public Service Commissions Law the Commission receives from all transportation companies, reports of all accidents occurring on their lines. These reports for the year 1914,

for the first time in the Commission's existence, showed a decrease over the previous year and this in the face of heavily increased traffic. The total number of accidents of all kinds occurring on all railroads and street railroads within the First District was 71,510 against 71,631 for the year 1913, a decrease of 121. An analysis of the figures shows that the decrease occurred largely on the surface car lines in the accidents classified as "Boarding" and "Alighting." Inasmuch as the falling off in such accidents especially marked the closing months of the year, the engineers of the Commission are of the opinion that the new ordinance passed by the City and effective September 1st, providing for the "near-side stop", is one of the main causes of the improvement. The stopping of cars at the near side of street intersections seems to have lessened the practice of boarding cars in motion, which is one of the prolific causes of this type of accident. It also has tended to avoid collisions at such intersections.

Reports for the year 1914 show that there were 2,590 serious accidents out of a total of 71,510. The number killed was 292.

The improvement in accident conditions manifested in the last few years is due in great measure to the improvement in general equipment conditions. The Commission exercises constant supervision over all equipment used by the transportation companies, and any defects revealed by its inspections are immediately brought to the attention of the companies responsible, with a request that necessary repairs be made. The companies are generally prompt in heeding such requests. As a result, the equipment is constantly kept up to a high standard, and this makes for ease of operation and freedom from accident. The companies have gradually changed the character of their equipment, substituting large modern cars for the old types. These cars are equipped with air brakes and larger platforms; many also have folding steps and some are of the so-called stepless type. In addition, all surface cars are now equipped with effective fenders and wheelguards, as the result of the Commission's orders which, as stated in previous reports, have been a great factor in lessening the number of fatal accidents, which is now about one-half of

what it was when the Commission came into existence in 1907. As an instance of the effectiveness of the fenders and wheelguards, the engineers of the Commission reported that in three days during the month of April, 1914, eleven persons were run down by street cars, and ten out of the eleven were saved by the operation of the wheelguards.

The following tables contain summaries of the accident reports for the year 1914:

ACCIDENTS HAPPENING UPON RAILROADS AND STREET RAILROADS SUBJECT TO THE JURISDICTION OF THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT FOR THE YEAR ENDED DECEMBER 31, 1914

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Car collisions.....	93	131	88	89	147	122	128	139	115	98	77	82	1,309
Persons struck.....	248	194	204	309	375	324	343	324	293	285	270	285	3,555
Vehicles struck.....	1,178	1,524	1,469	1,090	1,339	1,223	1,244	1,255	1,140	1,135	1,018	1,034	14,692
Boarding.....	971	817	807	796	904	933	889	882	1,032	731	642	630	9,920
Alighting.....	735	693	545	681	1,256	1,226	1,238	1,199	1,035	792	481	492	10,133
Electric shocks.....	14	32	26	24	41	40	34	35	45	38	47	22	391
Derailments.....	460	312	385	350	403	354	381	354	285	285	230	301	3,968
Other accidents.....	2,179	2,111	2,075	2,013	2,509	2,224	2,889	2,720	2,194	2,277	2,002	2,339	27,542
Totals.....	5,780	5,736	5,699	5,352	6,964	6,466	7,188	6,912	6,083	5,519	4,726	5,185	71,510
INJURIES													
Passengers.....	2,492	2,208	2,145	2,233	2,954	2,916	3,033	2,718	2,815	2,308	1,954	2,189	29,965
Employees.....	610	599	530	513	754	735	1,195	1,084	925	947	707	753	9,471
Others.....	386	374	503	564	723	555	550	566	477	503	443	388	6,043
Totals.....	3,504	3,181	3,180	3,310	4,431	4,266	4,783	4,368	4,220	3,758	3,103	3,330	45,484
SERIOUS (included in above)													
Killed.....	27	20	28	26	20	23	29	22	30	24	18	25	292
Fractured skulls.....	6	4	5	9	6	7	2	12	6	11	8	5	85
Amputated limbs.....	6	7	2	3	3	3	1	6	2	2	3	2	39
Broken limbs.....	29	27	33	21	34	38	31	40	21	23	35	24	356
Other serious.....	110	114	114	141	180	202	264	192	111	136	120	134	1,815
Totals.....	176	172	182	200	243	273	327	272	172	196	184	193	2,590

ACCIDENTS ON SURFACE RAILROADS AND REVENUE CAR MILLS OPERATED
For twelve months ended June 30, 1914

	B. R. T. System, 60,136,629 car miles	3d Av. Ry. System, 15,979,798 car miles	Union Ry. System, 14,194,369 car miles	N. Y. Railways Co., 34,564,090 car miles	2d Av. R. R. Co., 3,190,112 car miles	N. Y. & G. Co. Ry. Co., 5,963,156 car miles	Rich. L. & R. R. Sys- tem, 3,366,135 car miles	Man. & Queens Trac. Co., 820,328 car miles	Man. Bridge Cent. Lino, 40,354 car miles	L. I. Elec. Ry. Co., 913,068 car miles	N. Y. & L. I. Trac. Co., 1,612,403 car miles	N. Y. & N. S. Trac. Co., 663,498 car miles	Ocean Elec. Ry. Co., 502,148 car miles	Van Brunt St. & Erie Beach, 302,414 car miles	Yonkers R. R. Co., 2,816,888 car miles	Westchester Elec. R. R. Co., 2,448,377 car miles
Car collisions.....	583	312	194	189	9	83	11	6	2	3	4	...	1	1	2	1
Persons struck.....	1,027	653	272	1,211	26	113	14	4	2	50	67	...	11	1	...	...
Vehicles struck.....	5,998	3,655	1,342	2,735	87	474	19	21	...	50	67	132	3	47	...	...
Rebbling.....	2,698	1,470	1,090	1,451	18	274	14	2	...	19	26	...	11	...	...	...
Alighting.....	4,135	1,133	1,704	2,045	51	407	15	1	...	43	67	8	20	...	2	...
Electric shocks.....	1,632	25	1,704	2,045	51	407	15	1	...	43	67	8	20	...	2	...
Electric shocks.....	1,632	514	280	847	...	218	65	...	...	74	34	...	...	...	...	...
Derailments.....	6,863	3,495	668	2,425	28	1,214	10	30	13	100	108	3	22	...	...	...
Other accidents.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals.....	23,049	11,257	5,544	11,933	216	2,793	138	77	43	294	315	30	112	2	4	15
INJURIES																
Passengers.....	8,437	3,406	1,248	5,143	79	860	33	11	4	69	100	7	42	1	8	7
Employees.....	1,004	581	224	1,231	1	219	...	...	...	19	19	...	...	...	...	...
Others.....	1,738	1,163	310	2,061	75	303	20	8	1	21	34	1	49	1	...	2
Totals.....	11,089	5,150	1,883	8,335	155	1,482	83	19	6	109	153	8	98	2	8	10
amateur (included in above)																
Killed.....	61	19	13	40	5	4	1	...	...	...	...	...	...	...	...	...
Fractured skulls.....	20	13	9	14	...	2	...	...	...	...	...	...	...	...	...	...
Fractured limbs.....	12	2	2	8	...	8	...	...	...	...	...	...	...	...	...	...
Amputated limbs.....	61	35	17	129	1	1	10	...	...	...	...	...	...	...	...	...
Fractured limbs.....	106	666	584	141	4	97	...	2
Other serious.....
Totals.....	260	735	635	332	15	112	11	2	1	8	8	4

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ACCIDENTS ON ALL LINES Year ended December 31, 1914

	Surface lines	Subway and elevated	Trunk lines	Terminal lines	Totals
Car collisions.....	1,250	25	24	1	1,300
Persons struck.....	3,320	120	87	10	3,555
Vehicles struck.....	14,611	14	64	3	14,692
Boarding.....	6,780	3,043	88	.....	9,920
Alighting.....	8,677	1,260	196	.....	10,133
Electric shocks.....	194	100	88	.....	391
Deraillments.....	3,573	150	235	1	3,968
Other accidents.....	15,692	7,619	4,178	53	27,542
Totals.....	54,124	12,358	4,960	68	71,510
INJURIES					
Passengers.....	18,671	10,412	881	1	29,965
Employees.....	5,382	1,047	2,987	55	9,471
Others.....	5,364	139	537	8	6,048
Totals.....	29,417	11,598	4,405	64	45,484
SERIOUS (included in above)					
Killed.....	134	83	74	1	292
Fractured skulls.....	61	12	12	.....	85
Amputated limbs.....	21	1	17	.....	39
Broken limbs.....	258	45	52	1	356
Other serious.....	1,585	75	146	12	1,818
Totals.....	2,059	216	301	14	2,590

ACCIDENTS ON ELEVATED AND SUBWAY LINES Year ended December 31, 1914

	N. Y. Cons. R. R.	Hudson & Man. R. R.	Interborough Rapid Transit	Totals
Car collisions.....	6	.....	19	25
Persons struck.....	36	.....	93	129
Vehicles struck.....	14	.....	.....	14
Boarding.....	359	7	2,677	3,043
Alighting.....	150	3	1,107	1,260
Electric shocks.....	36	.....	73	109
Deraillments.....	143	.....	16	159
Other accidents.....	1,722	64	5,833	7,619
Totals.....	2,466	74	9,818	12,358
INJURIES				
Passengers.....	1,399	73	8,940	10,412
Employees.....	211	.....	826	1,047
Others.....	65	.....	74	139
Totals.....	1,675	73	9,850	11,598
SERIOUS (included in above)				
Killed.....	21	.....	62	83
Fractured skulls.....	3	.....	9	12
Amputated limbs.....	.....	.....	1	1
Broken limbs.....	11	.....	34	45
Other serious.....	12	16	47	75
Totals.....	47	16	153	216

ACCIDENTS ON TRUNK LINES
Year ended December 31, 1914

	L. I. R. Co.	N. Y. C. & H. R. R. Co.	N. Y., N. H. & H. R. R.	N. Y., W. & B. Ry.	Penn. R. R.	S. I. Ry. Co.	S. I. R. T. Ry. Co.	Totals
Car collisions.....	7	.....	17	.....	.....	.....	.....	24
Persons struck.....	40	27	3	.....	4	1	12	87
Vehicles struck.....	15	36	.....	.....	.....	4	9	64
Boarding.....	64	24	.....	.....	.....	.....	.....	88
Alighting.....	108	87	.....	.....	.....	.....	1	196
Electric shocks.....	36	34	7	1	10	.....	.....	88
Derailments.....	19	.....	216	.....	.....	.....	.....	235
Other accidents.....	1,365	1,544	566	1	584	14	104	4,178
Totals.....	1,654	1,752	809	2	598	19	126	4,960
INJURIES								
Passengers.....	495	285	15	.....	45	8	33	881
Employees.....	814	1,234	386	2	470	8	73	2,987
Others.....	149	260	20	.....	83	5	19	537
Totals.....	1,458	1,779	421	2	598	21	125	4,405
SERIOUS (included in above)								
Killed.....	28	20	12	1	3	1	9	74
Fractured skulls.....	3	5	1	.....	1	1	1	12
Amputated limbs.....	5	6	5	.....	1	.....	.....	17
Broken limbs.....	11	20	8	.....	8	1	4	52
Other serious.....	22	19	2	.....	97	1	5	146
Totals.....	69	70	28	1	110	4	19	301

ACCIDENTS ON TERMINAL LINES
Year ended December 31, 1914

	Bush T. R. R.	D. L. & W. R. R. Co.	Erie R. R.	Lehigh Valley R. R. Co.	N. Y. Dock Railway	Totals
Car collisions.....	1	1
Persons struck.....	10	10
Vehicles struck.....	3	3
Boarding.....
Alighting.....
Electric shocks.....
Derailments.....	1	.....	.....	1
Other accidents.....	38	.....	9	6	53
Totals.....	38	1	9	20	68
INJURIES						
Passengers.....	1	1
Employees.....	37	.....	7	11	55
Others.....	1	.....	1	6	8
Totals.....	38	.....	8	18	64
SERIOUS (included in above)						
Killed.....	1	.....	.....	.....	1
Fractured skulls.....
Amputated limbs.....
Broken limbs.....	1	.....	1
Other serious.....	3	.....	1	8	12
Totals.....	4	.....	2	8	14

Every serious accident is investigated by the engineers or the inspectors of the Bureau of Equipment Inspection. The reports are carefully classified, curves are compiled on the car mileage basis, and wherever an unusual number of accidents are reported the matter is at once investigated. The following action was taken by the Commission as the result of such investigations:

Case No. 1755. — Richmond Light and Railroad Company.— An investigation following an explosion in the boiler house of the Richmond Light and Railroad Company at Livingston, Staten Island, in 1913, showed a lack of proper equipment and organization. Upon the engineer's report, the Commission adopted an order directing the company to rehabilitate its plant. Similar conditions were found in another station of the company at Grasmere, and the company is now building a substation at Concord to take the place of the Grasmere station which will be abandoned. The Commission is now studying the development of the overhead situation and the building of high tension lines across the island.

Case No. 1876. — The Long Island Railroad Company.— Investigation of an accident developed that a section of the third-rail on the elevated structure of The Long Island Railroad in Atlantic avenue had fallen to the street. Although no fatalities resulted, the Commission took up the matter with the company, without obtaining results. The Electrical Engineer reported the facts to the Commission. A formal case was instituted and hearings were held. After the hearings the Commission ordered the company to remove the third-rail from a position outside of the tracks to a better location between the tracks.

Case No. 1702. — The Long Island Railroad Company and New York Consolidated Railroad Company.— Investigation of a serious fire and the destruction of a wooden car on the trestle of the Rockaway Beach division of The Long Island Railroad showed that neither the Long Island Company nor the New York Consolidated Railroad Company, which also operated over the trestle, had their trains equipped with adequate fire-fighting apparatus. The Commission ordered both companies to install in their passenger cars fire extinguishers of such a nature that their contents would not act as an electrical conductor.

Cases Nos. 1886 and 1896. — Interborough Rapid Transit Company. — A collision and fire occurred in the subway at 142d street and Lenox avenue in September, 1914. In December, two collisions occurred on the Ninth Avenue elevated railroad, in one of which two persons were killed. After investigations by the engineers, the Commission began two formal proceedings to inquire into the question of equipment and to ascertain whether any orders should be issued for changes or improvements. The Interborough company was requested to consider the transfer of 478 composite cars now operated in the subway to the elevated system, and the substitution of all-steel cars in the subway. The composite cars have a steel under-frame and a wooden superstructure, sheathed with copper. The Commission's engineers recognize that there is an element of danger in the operation of such cars in the subway, and accordingly have recommended the change suggested. The company now has the matter under consideration. The company has also been requested to eliminate all inflammable material, so far as possible, from the subway so as to minimize the danger from fires. Hearings in both cases are still going on.

Case No. 1426. — Ventilation of Surface Cars. — Operating companies have been carrying on a series of tests of various methods for ventilating surface cars. These tests have been closely followed by the Commission's engineers who, at the same time, have carried on an independent investigation to determine the relative merits of the different types of ventilating systems installed by different companies. As a result of these investigations, the Commission adopted an order directing that all surface passenger cars with closed vestibules (except storage battery or horse cars) be sufficiently ventilated by taking in outside air through openings, protected against the admission of dust, and so located that the entering air shall pass over the heaters. The order is designed to bring about such a radical improvement that the Commission allowed the companies time in which to test out different systems of ventilation.

Case No. 1874. — The Long Island Railroad Company. — Following an investigation by the engineers of the Commission, hearings were held to inquire into the system of lighting used in

the tunnel on the Atlantic Avenue division of The Long Island Railroad. The company was ordered to install a system of emergency lighting, so that the tunnel will not be left in darkness if the power be shut off.

Case No. 1878.—The Long Island Railroad Company.—The Commission has instituted a formal case to inquire into the use of steam locomotives for freight service in the tunnel of The Long Island Railroad on the Atlantic Avenue division. The engineers believe that this practice causes discomfort to passengers and also the danger of their being overcome by gas and smoke. The Commission has in view the adoption of an order requiring the company to cease the operation of steam locomotives in the tunnel, except during the night when no passenger trains are operated.

Case No. 1893.—Third Avenue Railway Company.—Inspections by the Commission's engineers have disclosed numerous defects, such as broken rails, bad joints and corrugations in the tracks of the Third Avenue system on the Broadway, Third Avenue, Amsterdam Avenue, 42d Street and 125th Street lines. Hearings will be held to determine whether the company shall be ordered to make necessary repairs.

Case No. 1536.—The Long Island Railroad Company.—In 1913, the Commission adopted an order directing The Long Island Railroad Company to discontinue by December 1, 1914, the operation of wooden cars in trains made up in part of steel cars. The company asked for further time in which to obey the order, but the Commission, feeling that it had had sufficient notice, refused the request. Accordingly, the company ceased the operation of wooden cars in steel trains, and is now obeying the order.

Case No. 1677.—New York and Queens County Railway Company.—As the result of inspections by its engineers, the Commission adopted an order requiring the New York and Queens County Railway Company to overhaul its cars. The general condition of the overhauled cars was fair, but a number of minor defects were noted, making it necessary for the Commission's engineers to withhold their approval. At the end of the year, forty-five single-truck open cars had been rebuilt and approved by the Commission.

APPRAISALS

The Bureau of Equipment Inspection has made several appraisals of different public service properties during the year. Valuations have been made of the property of the New York City Interborough Railway Company which operated lines of surface cars in The Bronx and recently has been taken over by the Third Avenue Railway Company interests; also of the Broadway-Seventh Avenue Railroad Company, a surface car line in Manhattan, now a part of the New York Railways Company's system; also of the Dry Dock, East Broadway and Battery Railroad Company, a surface railroad in Manhattan, now a part of the Third Avenue system.

The same bureau has made investigations into the expenditures of companies in connection with their applications for the authorization of stock and bond issues. One such investigation was made upon the application of the Manhattan Railway Company for permission to issue bonds to the amount of \$5,409,000. This investigation necessitated a careful inquiry into the cost of reinforcing the structure of the elevated railroads in Manhattan and The Bronx, owned by this company. The improvement involved an expenditure of about \$400,000, and to determine the accuracy of the charges it was necessary for the engineers of the bureau to calculate from the plans the weight of all metal parts of the work, together with the cost of installation. Another item which called for careful examination was the purchase of new motor and trailer cars, at a total expense of about \$1,250,000. It was necessary to draw off from the plans and specifications all the apparatus installed in these cars to calculate their cost, together with the unit cost for labor so that a comparison could be made with the facts submitted. The investigation showed that the amount credited to capital accounts to cover retirements should have been increased by about \$410,000. It also disclosed a certain looseness in the method of charging out material from the storehouse, both in the quantities charged out and in the unit prices. This matter was called to the attention of the company which is carrying on a further investigation with the view of remedying the evils mentioned.

The bureau also investigated the application of the Third Avenue Railway Company for permission to issue bonds in the amount of \$6,650,000, and this also showed that the credits to fixed capital items retired from service had been increased by \$310,000.

Similar examinations were made in the case of the Hudson and Manhattan Railroad Company's application for permission to issue \$202,000 in bonds; in the application of the Brooklyn and North River Railroad Company for permission to withdraw funds derived from the sale of bonds; in the application of the Staten Island Midland Railway Company for permission to issue \$135,000 in equipment trust certificates to pay for thirty-two new cars; and in the application of the Belt Line Railway Corporation for approval of its expenditures in the installation of seventy-nine storage battery cars.

During the investigations of such applications, as well as in the appraisals of various public utility properties, the Commission has collected a vast amount of extremely valuable data as to cost of materials, cost of labor, cost of engineering, depreciation and other questions now so frequently considered in connection with capitalization and rate-making matters. This information is compiled and classified by a separate division of the Bureau of Equipment Inspection, and this will be available in any future proceedings involving questions of rates.

INVESTIGATION OF BROOKLYN RAPID TRANSIT SERVICE

On December 31, 1914, Joseph Johnson, Chief of the Transit Bureau of the Commission, submitted a comprehensive report of a survey made by that bureau of the service and facilities of the Brooklyn Rapid Transit system. The work occupied more than three months and included an exhaustive study of every phase of transit upon both the elevated and surface car lines of that system. A careful examination was made of the existing equipment, including cars, stations and toilets, and the increase of car mileage and equipment in comparison with the growth of traffic was studied. The report will be submitted in evidence at the hearings

now going on before the Commission in Cases Nos. 1880 and 1882, involving the service on all the Brooklyn Rapid Transit lines.

The Brooklyn Rapid Transit system comprises seven companies which operate eighty-one surface lines and ten elevated lines. The basic work consisted of checking the several lines as to headways, car equipment and number of passengers carried. Passenger counts were made on all elevated lines covering the entire twenty-four hours and on practically all the surface lines from 6 A. M. to 1 A. M. Counts were also made on both elevated and surface lines during the morning and evening rush hours to determine the total equipment operated during the rush periods.

In addition to many recommendations, the report formulates the following conclusions based upon the conditions disclosed:

1. That the Brooklyn Rapid Transit system has not provided increased facilities in proportion to the increase in traffic.

2. That the several companies do not operate so much service during the rush hours as the physical capacity and the equipment will allow, and they do not operate so much service during the non-rush hours as the traffic requires.

3. That too much service is short lined and not enough operated through to the end of the line or beyond the short line points.

4. That it is possible to operate additional surface cars on lower Fulton street, on the Brooklyn and Williamsburg bridges and through all other congested districts except the Williamsburg bridge during practically all hours except the very peak of the rush.

5. That the elevated system does not furnish sufficient toilet facilities on its elevated stations, and that those that are now there, are not properly maintained for public use.

6. That the practice of trains skipping stations on the elevated system is abused.

7. That the elevated traffic on Williamsburg bridge has grown to such proportions that relief must be provided immediately.

8. That the terminal facilities at Cypress Hills and Ridgewood are inadequate.

9. That the railroad companies do not operate adequate service Saturday afternoons and evenings, and on Sundays at various hours.

10. That there are not sufficient station signs on the elevated system, and that those that are there now, are not kept in good order.

11. That too many short trains are operated on the elevated system during the rush hours.

12. That the company does not answer correspondence promptly and does not show a spirit of coöperation toward suggested improvements contained in correspondence.

CHAPTER VI

REGULATION OF GAS AND ELECTRIC CORPORATIONS

Supervision and regulation of gas and electric companies under the Public Service Commissions Law were continued during the year. As to such companies, the Commission is empowered to inquire into their capitalization, rates, contracts, service, etc., to investigate complaints and order such improvements in service as may be deemed advisable. As stated in chapter I, sixteen gas companies, three gas-electric companies, six electric companies and two electric conduit companies were under the jurisdiction of the Commission at the end of the year. During the calendar year 1913, the gas companies in the First District sold 42,731,869,000 cubic feet of gas, valued at \$34,835,210.64; and the electric companies sold 651,235,101 kilowatt hours of current, valued at \$32,897,659.80. The fact that the value of the electric current sold in one year is so near to that of gas is a marked indication of the increasing popularity of electricity for light, heat and power purposes in the Greater City.

Several important cases involving the service, rates and capitalization of gas and electric companies have been before the Commission during the year. The most important rate cases were those of Stadtlander and Ewoldt against the New York Edison Company, hearings in which were continued from 1913. These cases are about closed and a decision is expected early this year. Other cases included applications for the issue of stocks and bonds, applications for permission to purchase stock in other companies, the cancellation of exclusive service contracts, the practice of requiring deposits from gas consumers, and the question of extending gas mains to a district within the franchise field of a company where no service is furnished. Details of these cases are given

below in this chapter and in the succeeding chapter covering applications for securities.

INFORMAL COMPLAINTS

All complaints received by the Commission against gas and electric companies, not made the subject of formal cases in which hearings are held, are classified as informal complaints. The practice in handling such complaints is the same as that governing complaints against transportation companies, namely, a copy of the complaint is sent to the company with a request for a report as to the facts. In most cases, the complainants are satisfied by correspondence, and where satisfactory results cannot be obtained by this method, hearings are held. During the year 1914, the Commission received 4,548 complaints from consumers of gas and electricity, a decrease of 13 from the year 1913. Of this number, 3,215 were applications for tests of gas meters, 918 applications for tests of electric meters, and 415 in relation to service conditions not involving meter tests. The Commission tested 2,880 gas meters under the 3,215 applications, and 701 electric meters out of the 918 applications received. Of the 415 general complaints received, all were closed at the end of the year. A summary of these complaints, stating their nature and disposition, will be found in Appendix C of this volume.

As in past years, the informal complaints considered during the year 1914 cover practically every matter with which a gas or electric company has to deal. Classifying these complaints, so far as possible, there are 61 cases of overindexing of meters, 187 complaints as to service conditions against gas companies, 99 complaints as to service conditions against electric companies, 40 complaints as to wrong billing by gas and electric companies, and 11 complaints in relation to rebates allowed as a result of tests of gas meters by the Public Service Commission, and 25 complaints in relation to gas or electric deposits required from consumers. All of these complaints were adjusted by the Commission, either by correspondence with the companies complained against, or by hearings held before a member of the Commission. In most cases, an adjustment was secured by correspondence alone. The

various kinds of complaints received can be seen by an examination of Appendix C of this report.

The Public Service Commissions Law prohibits gas companies from setting gas meters which have not been previously tested for accuracy and sealed as accurate by the Commission. During the year 1914, the Commission tested, in accordance with this provision of law, a total of 352,354 gas meters. Of this number, 59,757 were new meters, 289,717 were repaired and removed meters, and 2,880 were complaint meters. Since the creation of the Commission in July, 1907, it has tested a total of 2,704,754 gas meters. An examination of the tables below shows the results of tests of gas and electric meters upon complaints of consumers. In the case of gas meters so tested, the law allows an over-registration of 2 per cent, and in the case of electric meters 4 per cent. Nothing is said in the law in regard to meters that under-register, but for the purposes of the Commission, tables have been prepared to show the percentages of error in the case of gas meters 2 per cent fast or slow, and in the case of electric meters 4 per cent either way. The records of the Commission show that of the 2,880 gas meters tested upon complaint, 1,064 were over 2 per cent fast, or 36.9 per cent of the meters tested, while in the case of electric meters tested upon complaint, of the 701 meters tested, 24, or less than 4 per cent, were over 4 per cent fast. Of the 1,064 gas meters which were over 2 per cent fast, 231 had been in service one year, 174 two years, 141 three years, 130 four years, 149 five years, 147 six years, and 42 seven years. The history of fifty is unknown.

Looking at the tests from the point of under-registration, the Commission's tests upon complaint show that 383 gas meters tested, or 13.3 per cent, were over 2 per cent slow.

GAS PRESSURE REGULATIONS

The gas pressure regulations adopted by the Commission have now been in effect in all the boroughs of the City for one year or more. In order to determine that these regulations have been obeyed the Commission has made pressure surveys of districts in which pressure conditions seemed to be below the average or from

which complaints regarding gas service have been received. The pressure surveys made during 1914, involved the taking of over 1,110 charts in some 125 different locations covering the territories supplied by twelve gas companies. These investigations, supplemented by examinations of the charts taken from the company's permanent recording gauges located in accordance with the Commission's orders, show that pressure conditions are very satisfactory throughout the First District.

Under the terms of the Commission's orders, the maximum allowable daily pressure variations have been reduced from thirty-tenths inches water column in 1913 to twenty-five-tenths inches water column in 1914, and many companies have found it necessary to make considerable changes in their transmission and distribution systems in order to meet this more rigorous requirement. The investigations show, however, that the Commission's requirements have been fully met except in a very few special instances, and that such violations as occurred were usually due to accidents beyond the control of the company. The pressure records taken last year showed that "momentary" and "pulsating" pressure variations in gas pressures were considerable in certain portions of the City. The orders of the Commission limited the maximum momentary pressure variation to not more than eight-tenths inches water column and limited the maximum pulsating pressure variation to not more than eight-tenths inches water column prior to January 1, 1914, and to not more than five-tenths inches thereafter. The tests made during 1914, show that all the companies are well within the requirements in this respect and indicate a constant decrease in the magnitude of these variations.

The investigation as to the necessity of periodical retesting of gas meters has been continued during 1914, and data covering the proofs of over 350,000 meters removed after various periods of service have been assembled, tabulated and analyzed. The data thus far secured, however, do not show that it is necessary or desirable to modify the present requirements in any way.

INVENTORY AND APPRAISAL WORK

In addition to the work of checking gas service conditions, inventories and valuations have been made by the Gas Engineer of the Commission in connection with rate cases, of the property of four different gas companies having a total tangible property value in excess of \$3,000,000. This has involved the examination in detail of all the property owned and used by these companies for gas purposes; an estimate, substantiated as far as possible by the records, of the reproduction cost of this property; and an estimate of the depreciated or present value of such property.

Inventories and appraisals of the gas companies made previous to 1914, have been brought up to the present day and this work, in conjunction with the examination of expenditures made under bond and stock issue cases, has involved the examination and checking of additions and betterments to plant having a value in excess of \$614,000.

Through its Equipment Inspection Bureau, the Commission is continuing the work of appraising the property of the Edison Electric Illuminating Company of Brooklyn. This work involves an enormous amount of detail, but it is rapidly nearing completion. When completed, it will be the largest appraisal of electric lighting properties of which the Commission has any record. It is being made in connection with the investigation of the rates of the company in Case No. 1540. The total value of the several properties involved in the current appraisal work of the Commission is upwards of \$40,000,000.

FORMAL CASES — GAS COMPANIES

Case No. 1856.—New York and Queens Gas Company.—In July, 1914, the Commission, after receiving several complaints, instituted a proceeding to determine whether the New York and Queens Gas Company should be directed to extend its mains so as to serve residents of Douglaston and Little Neck, in the Borough of Queens. The complainants included citizens and property owners in Douglaston, Douglas Manor, Little Neck and Little Neck Hills, located in the extreme northeasterly part of the Third

Ward of Queens. The section is supplied with electric current, telephone and telegraph service, but has no gas. The New York and Queens Gas Company supplies gas to the territory on the west, but has laid no mains east of Little Neck bay or Alley Creek. The company refused an application to extend its mains and the complainants appealed to the Commission. The company is opposed to such extension unless the residents will deposit a certain amount to cover the cost of construction, such deposit to be repaid semi-annually in installments of 25 per cent of gas bills of consumers on the new lines. Hearings were held before Commissioner Milo R. Maltbie, and it was established that the company's franchises covered the entire Third Ward of Queens, and that no other company has a franchise for that section. Electric light is supplied by the New York and Queens Electric Light and Power Company, and both companies are controlled, through stock ownership, by the Consolidated Gas Company. The sitting Commissioner reported to the Commission that, in his opinion, the cost of a distribution system to supply all houses in the Douglaston district would not exceed \$70,000 to \$75,000, and the work could be done probably for about \$65,000 if certain isolated houses were omitted. The mains already laid are not large enough to supply the additional territory, and it would be necessary to lay a new transmission line from the works in Flushing all the way to Douglaston, a distance of about 30,000 feet. Eliminating this expense, he thought the necessary extension would cost not more than \$40,000 or \$45,000. He estimated that the new territory would consume sufficient gas to give a return of $3\frac{1}{2}$ or 4 per cent a year upon an expenditure of \$45,000. He, therefore, recommended that the company be directed to make the extension. When the matter came before the Commission for action, on December 1, 1914, objection was made to the passage of such an order before it was definitely ascertained that the company could get enough new business in the Douglaston district to pay a fair return upon the cost of building the extension. The majority of the Commission, therefore, adopted a resolution directing the engineers of the Commission to make a canvass of the Douglaston territory to ascertain how

many of the residents will use gas in case the mains are extended. This canvass is now being made.

Cases Nos. 1787 and 1807.—Woodhaven Gas Light Company.—In January, 1914, the Commission received a petition from more than one hundred consumers of gas in the Woodhaven district, Borough of Queens, for a reduction of gas rates from \$1 to 80 cents per 1,000 cubic feet. The Commission instituted a proceeding to inquire into the rates charged and the service rendered, and hearings were held before Commissioner Milo R. Maltbie. It soon developed that the properties and affairs of the Woodhaven company were so closely interwoven with those of other companies operating in the same district that it was impracticable to continue the inquiry without embracing the other companies. Accordingly, in April, 1914, after considerable testimony had been taken in the Woodhaven case, the scope of the proceeding was enlarged so as to take in all other companies furnishing gas in the Fourth Ward of Queens. A new case (No. 1807) was opened, and the record made in Case No. 1787 was incorporated in it, and the hearings proceeded upon the broadened lines. The new case included besides the Woodhaven Gas Light Company, the Richmond Hill and Queens County Gas Light Company and the Jamaica Gas Light Company, all of which are parts of the dominating system of the Brooklyn Union Gas Company. To establish the reasonableness or the unreasonableness of the rates charged, it was necessary to develop the value of the property of the several companies and the amount of business done. The companies presented a mass of figures bearing upon the valuation of their property, and the Commission's engineers were instructed to check these figures and work in conjunction with the companies' representatives to produce a complete appraisal. This work was approaching a conclusion at the end of the year. Upwards of 1,500 pages of typewritten testimony were taken, and it is expected that the proceeding will be brought to a close early in the present year.

Case No. 1610.—The Newtown Gas Company.—As stated in the annual report for 1913, the Commission in that year considered the complaint of A. Hermann and others against the New-

town Gas Company against the prevailing rate of \$1.00 per 1,000 cubic feet charged by the company and requesting a reduction to 80 cents. The company, as then reported, agreed to reduce the price of gas to 95 cents for one year from May 1, 1913, without prejudice, and accordingly the proceeding was adjourned subject to call. In June, 1914, the complainants notified the Commission that the company had given notice of a restoration of the old rate of \$1.00 per 1,000 cubic feet, and requested a reopening of the proceeding. The Commission ordered a rehearing, which began on June 12, 1914. To determine the reasonableness or unreasonableness of the rate, the Commission ordered its engineers to make an appraisal of the company's property and this work has been in progress since last Summer. The company also produced evidence bearing upon the value of its plant. At the end of the year hearings were still going on, but a determination is expected early this year.

Case No. 1875.—Northern Union Gas Company and Central Union Gas Company.—In September, 1914, the Commission, after receiving complaints, instituted a proceeding to inquire into alleged charges made by the Northern Union Gas Company and the Central Union Gas Company for replacing prepayment gas meters with gas meters of the standard type. Hearings were held at which it was developed that the Northern Union Company had been asked to set a regular gas meter in a house in which a prepayment meter was already installed, and that the company had refused to make the exchange unless the consumer would pay a charge of \$2.00 therefor. On October 30, 1914, the sitting Commissioner reported to the Commission the facts developed, which showed that in former years no charge was made for changing meters, but within the last year the companies had established a charge of \$2.00. The Commissioner stated that, in his opinion, the companies had no right to exact such a charge, as the law requires them to furnish gas to every owner or occupant of a building within one hundred feet of a gas main, who makes application and pays the deposit required by the statute. The Commissioner held that the type of meter contemplated by the statute is the ordinary black meter, and that a company is compelled to

supply the same without charge. His conclusion was that a consumer of gas, who owns or occupies premises and finds a prepayment meter installed therein may, upon making the deposit required by law, compel the supply company to provide a black meter and that the company has no legal right to make any charge therefor. This opinion was adopted by the Commission, and copies of it were transmitted to the companies with the request that the Commission be informed whether they would reform their practice in accordance therewith. The companies made no reply to these letters until the request was repeated, and on November 28, 1914, submitted a joint reply in which they defended the practice of charging \$2.00 for exchanging meters and objected to the entry of an order by the Commission directing its cessation. This letter was laid before the Commission which, on December 31, 1914, adopted a resolution directing Counsel to begin an action in the Supreme Court under the statute against the Northern Union Gas Company for the purpose of having the violation of law stopped and prevented either by mandamus or injunction.

Case No. 1737.—Woodhaven Gas Light Company.—In September, 1913, upon complaint of more than one hundred consumers, the Commission instituted a proceeding to determine whether the company should be required to extend its gas mains so as to furnish gas to the residents of Aqueduct, Howard Estates and Ramblersville, in the Borough of Queens. Hearings were held in 1913, and in the early part of 1914. After taking testimony, the sitting Commissioner, on February 3, 1914, submitted an opinion stating that the company was strongly opposed to making such extensions, on the ground that it could not get enough consumers to warrant the expenditure, unless a large part of the expense of installing the mains and services were borne by the residents. The residents refused to bear the expense, and the Commissioner, after considering the evidence and personally inspecting the ground, held that it would be unreasonable at the present time to require the company to make such extensions. In addition to the financial objections, the company objected to the risks which it would be obliged to take in laying mains upon

streets, or so-called streets, where there is no certainty that the entire lay-out of the street system will not be changed. Accordingly, the Commission adopted an order discontinuing the proceeding without prejudice to a reopening of the matter when conditions have changed.

Case No. 1819.—Northern Union Gas Company, Central Union Gas Company and Westchester Lighting Company.—On May 7, 1914, the Commission, after receiving complaints, instituted a proceeding to determine whether any of the companies named was refusing to supply gas to a building within one hundred feet of its mains. Hearings were held in which it developed that there was a dispute between the City and the three companies in regard to their right to distribute and sell gas in The Bronx. In October, 1914, the Board of Estimate and Apportionment directed the companies to make application to it for such right, but this the companies declined to do, upon the ground that they had already secured such rights from the City of New York or from municipalities previously existing in their districts. Pending a determination of the question, the President of the Borough of The Bronx and the New York City Commissioner of Water Supply, Gas and Electricity were authorized to grant temporary revocable permits to the companies to lay services, on the condition that they be removed if it should be determined that the companies had no right of operation. The companies had refused to accept such permits. At the hearings the Corporation Counsel of the City stated that negotiations were under way toward a settlement of the question of temporary permits, and pending these negotiations the Commission adjourned the hearings from time to time, the companies undertaking to satisfy the complaints made to the Commission. At the hearing on June 17, 1914, the Corporation Counsel and counsel for the companies informed the Commission that the question of permits was about to be satisfactorily settled. Upon the sitting Commissioner's recommendation, therefore, the Commission on June 23, 1914, discontinued the proceeding without prejudice to its being reopened should occasion require.

Case No. 1273.—Kings County Lighting Company.—This was a rate case decided in 1913, as stated in the report for that year, by an order of the Commission directing the company, which serves the Coney Island district of Brooklyn, to reduce the price of gas from \$1.00 to 95 cents per 1,000 cubic feet. The company obtained a writ of certiorari, and the Appellate Division, First Department, in May, 1913, decided the case adversely to the Commission which took an appeal to the Court of Appeals. The decision of the Appellate Division sustained the Commission's action except in respect to its ruling on "going value", the responsibility for paying for street paving over the company's mains and the annual increase in land value as part of income. The Court of Appeals, while agreeing with the Appellate Division as to "going value" and annual increase in land, disagreed with it and sustained the Commission in regard to paving over mains. In accordance with the decision of the Court of Appeals, the Commission, in May, 1914, ordered a reopening of the proceeding and hearings were held beginning May 7, 1914. At the end of the year the hearings were still in progress.

Case No. 1806.—All Gas Corporations in the First District.—Following the receipt of complaints, the Commission in March, 1914, instituted a proceeding to inquire into consumers' deposits held by the several gas companies in the First District, and to determine whether the companies should be required to pay interest annually on such deposits, to keep accurate accounts thereof and to take any other steps necessary to protect the interests of such depositors. The law permits gas companies to exact from consumers a deposit of money at the time the meter is installed and obliges the companies to pay interest at 6 per cent upon such deposits. It has been the practice, however, not to pay such interest until the consumer either surrenders his meter or changes his residence. In consequence, the Commission was informed that there were many cases in which consumers had never received any interest. Toward the close of the year 1912, and again toward the close of the year 1913, the Commission sent to the various companies a series of questions, designed to elicit information as to the number of consumers, the amount of interest

paid, etc. Returns were received from twenty companies showing that on December 31, 1913, the total amount of consumers' deposits, exclusive of interest, held by such companies was \$3,557,173.31. Of this amount, \$1,060,954.40 was held by the Consolidated Gas Company and \$1,028,702.88 by the Brooklyn Union Gas Company. While the Consolidated Company reported the number of consumers' deposits as 143,916, the Brooklyn Union Company and other companies in Brooklyn reported "No Record" of the number of such deposits. In answer to the question as to the total amount of interest on such deposits accrued and unpaid several of the companies answered "Unknown", others "No Record" and one "Records Destroyed by Fire." Following the receipt of these replies, the Commission began a formal proceeding. A hearing was held March 27, 1914, at which all the companies were represented. The Consolidated Gas Company claimed that the law only required it to pay interest at 6 per cent upon the sum deposited "for the time the deposit shall remain with the corporation;" that it was obeying the law which did not require annual payments of interest. The company also alleged that the average life of such deposits was a little less than two years and that the deposit itself was usually \$5.00. The annual interest on this would be thirty cents, and any arrangement to pay interest annually would involve a complicated system of accounting which would be impracticable. After taking testimony the hearing was closed, and the Commission took the matter under advisement. No final order had been issued at the end of the year.

FORMAL CASES — ELECTRIC COMPANIES

Case No. 1395.—George Stadtlander and Others against New York Edison Company.

Case No. 1492.—Julius Ewoldt and Others against New York Edison Company.

As stated in the report for 1913, these cases involve several questions, but mainly the question of the rates charged by the company to small consumers. One of the contentions of the complainants was that the company was selling current at wholesale for very much lower rates than to small consumers, and that,

therefore, the small consumers who were charged the maximum rate allowed by law, namely 10 cents per kilowatt hour, were being discriminated against, and were bearing part of the burden of the cheaper rates accorded to wholesale customers. The taking of testimony in these cases was suspended in July, 1913, and the hearings adjourned subject to call. In July, 1914, they were ordered resumed, after which the company was allowed until October 19, 1914, in which to file briefs. In the meanwhile, the war in Europe had begun, and on October 19, 1914, the company made application for the reopening of the hearings for the purpose of introducing new testimony bearing upon the financial condition of the country, which had greatly changed since the taking of testimony was finished in 1913, upon the change in conditions respecting the effect of high efficiency lamps upon the output and income of the company, the testimony as to which does not reflect present conditions. These lamps had been introduced last Spring, and the situation for the company had become very acute. The company contended that it was necessary for the Commission to have in the record of the case, clear statements of these changed conditions before the issues were decided. The Commission granted the application and the case was reopened November 9, 1914. On November 17, 1914, the Commission received a petition from the Merchants' Association of New York, asking that there be a general revision of the rates charged by the Edison Company, and stating that any order which the Commission might issue in the pending cases reducing rates to small consumers would be discriminatory and urging the Commission to make a full investigation of the company's affairs and a valuation of all the company's property as a basis upon which to establish a graded scale of charges for electric current. The company filed a brief alleging that the whole proceeding before the Commission had been "*ex parte*" and that the results were inaccurate and incomplete; that upon the facts a reduction in the maximum rate should not be seriously considered, and that the proceeding should be dismissed for several reasons, among which was that no appraisal of the company's property had been made and that no rate could be legally fixed in the absence of such a valuation. On December 4,

1914, the hearing was closed, and the Commission took the request of the company under advisement.

Case No. 1729.—G. Perceval, Inc., against New York Edison Company.—This case was begun in August, 1913, upon a complaint filed by G. Perceval, Inc., alleging that the company had refused to supply electric current to its building, at Nos. 2, 4 and 6 Ninth avenue, Manhattan. The main cause of the complaint was that the company refused to supply the buildings unless the consumer would agree that "no other electric service shall be introduced or used in connection with the equipment supplied hereunder without the previous written consent of the New York Edison Company." The taking of testimony was finished early in the year 1914, and upon the recommendation of Commissioner Milo R. Maltbie, who held the hearings, the Commission, on February 27th, dismissed the complaint. The complainant obtained a writ of certiorari and the Commission's action was reviewed by the Appellate Division of the Supreme Court, First Department. In July, 1914, the Appellate Division sustained the writ, reversed the determination of the Commission and remitted the case for such an order as might be proper. The court held that the restrictive clause which the company inserted in its contracts and to which the relator objected was "contrary to public policy and invalid." The Commission thereupon ordered that a rehearing in the case be held, beginning October 1, 1914. Further testimony was taken, and both parties filed briefs. The company then made application that the case be reopened for the purpose of permitting it to introduce testimony in regard to the cost of breakdown and other services. This application was denied by the Commission on November 6, 1914, and on the same day the Commission adopted a final order, after the decision of the Appellate Division, directing the company to forthwith cancel the restrictive clause quoted as well as similar clauses for exclusive service in its contracts for Tunnel Construction Rate, Aqueduct Tunnel or Subway Construction Rate and High Tension High Load Factor and Submarine Tunnel Construction Rate. This order was served upon the company which, on November 12, 1914, notified the Commission that the order was not accepted and

would not be obeyed. Thereupon the company, on November 14, 1914, presented a petition for a rehearing, which the Commission denied on December 1, 1914.

Case No. 1540.—Albert Moritz against The Edison Electric Illuminating Company of Brooklyn.—The Commission continued during the year the taking of testimony in this case which was begun in July, 1912, upon the complaint of Albert Moritz and more than one hundred others, who asked a reduction in the rates charged for electric current by this company. The allegations were similar to those in the complaints filed in the Stadlander and Ewoldt cases, namely, that the small consumer was being overcharged and discriminated against in favor of the wholesale consumer, and also that the consumers in general were the subjects of discrimination in that the company charged more for current in Brooklyn than the New York Edison Company charged in Manhattan. In order to determine the value of the company's property as the basis for an order, the Commission decided to make a valuation of such property and instructed its engineers to proceed to make one. This work was undertaken by the engineers during the year 1913, and because of the enormous amount of detail has been continued throughout the year 1914. It is the largest appraisal work ever undertaken by the Commission and involves the largest electric lighting properties ever appraised by any public body, according to the Commission's records. The work is about completed, and the results will be introduced in evidence in this proceeding. The hearings were still going on at the end of the year.

RESULTS OF METER TESTS

The following tables show the results of tests of gas and electric meters during the year 1914:

TABLE A. — GAS METERS TESTED FROM JANUARY 1, 1914, TO JANUARY 1, 1915

	1	3	5	10	20	30	45	60	80	100	150	200	250	300	Totals	Tested per month
Complaint.....																
New.....		88	173	27	12	4	6	4	4	4					318	32,224
Rep. and Rem.....		18	4,369	76		24	10	10	10	19	7	13		1	4,497	
Complaint.....		12,767	13,124	825	393	112	116	47		1				6	27,419	
New.....		91	246	25	8	4	1	1	1	1				1	379	28,694
Rep. and Rem.....			4,327		36	19	45	1		2		6			4,436	
Complaint.....		10,286	11,902	1,061	378	88	56	55		43	9	3		3	23,879	
New.....		111	189	20	9	5	2	2		3					343	
Rep. and Rem.....			3,069	53	21	21	74	66	3			1		4	3,192	30,451
Complaint.....		11,915	12,678	1,613	341	146	74	2		55	8	10	3	4	26,916	
New.....		81	169	26	9	4		2		3	2	1		1	229	
Rep. and Rem.....			8,086	45	43	49	30	1		1				2	3,259	29,710
Complaint.....		10,747	13,501	1,131	430	106	100	60	2	46	7	13	3	6	26,152	
New.....		82	116	25	9	4	4	3		3					246	
Rep. and Rem.....		50	2,819	58	31	86	60	11		10	4	3		5	3,132	27,484
Complaint.....		10,639	11,753	1,053	357	190	95	48		47	8	10	1		24,106	
New.....		45	119	13	4					1					184	
Rep. and Rem.....			4,145	19	22	46	26	11							4,270	27,779
Complaint.....	1	10,186	11,495	1,114	261	105	80	30		27	13	7	1	6	23,325	
New.....		36	70	9	3	3	4	1							126	
Rep. and Rem.....			5,138	39	9	35	25	1							5,249	25,688
Complaint.....		8,742	10,828	418	145	48	83	20		22	2	2	1	2	20,313	
New.....		18	74	2	6		5	1		1					107	
Rep. and Rem.....		9,193	3,705	70	11	23	19			4	3	1			3,843	25,380
Complaint.....		7	11,299	611	151	48	64	21	1	42	1	6	1	2	21,430	
New.....		27	91	3	8					2				1	131	
Rep. and Rem.....			7,532		383	173	107	68		37	6	12		3	7,584	33,086
Complaint.....		10,690	12,653	1,220	383	173	25	2							25,371	
New.....		42	104	11	3	3		1							164	
Rep. and Rem.....			8,413	33	66	52	58	16							8,583	34,782
Complaint.....		11,133	12,661	1,418	515	116	32	32		49	17	11		6	26,015	
New.....		55	186	13	1			2							261	
Rep. and Rem.....			4,816	90	161	70	29	18		31	6	10	2	6	5,195	27,306
Complaint.....		9,685	10,922	796	230	68	31	2		1					21,850	
New.....		71	216	15	8	3	5			1					322	
Rep. and Rem.....			5,814	118	8	24	10			15	2	1			6,517	29,790
Complaint.....		532	746	231	83		105	45		48	3	2	4	5	22,951	
New.....		10,644	11,034			83										
Rep. and Rem.....																
Totals.....	1	127,885	202,844	12,795	4,286	1,770	1,328	615	7	530	102	120	18	63	352,364	352,364

TABLE B — NEW METERS TESTED, 1914

	Total correct	Total rejected	Grand total	Per cent correct	Per cent rejected
January.....	4,317	180	4,497	96.0	4.0
February.....	4,240	196	4,436	95.6	4.4
March.....	3,040	152	3,192	95.2	4.8
April.....	3,082	177	3,259	94.6	5.4
May.....	2,977	155	3,132	95.1	4.9
June.....	4,085	185	4,270	95.7	4.3
July.....	5,029	220	5,249	95.8	4.2
August.....	3,702	141	3,843	96.3	3.7
September.....	7,394	190	7,584	97.5	2.5
October.....	8,366	217	8,583	97.5	2.5
November.....	4,994	201	5,195	96.1	3.9
December.....	6,313	204	6,517	96.8	3.2
Totals.....	57,539	2,218	59,757	96.2	3.8

TABLE C — REPAIRED AND REMOVED METERS TESTED, 1914

	Total correct	Total rejected	Grand total	Per cent correct	Per cent rejected
January.....	26,795	624	27,419	97.7	2.3
February.....	23,156	723	23,879	96.9	3.1
March.....	26,202	714	26,916	97.4	2.6
April.....	25,556	596	26,152	97.7	2.3
May.....	23,501	605	24,106	97.5	2.5
June.....	22,731	594	23,325	97.5	2.5
July.....	19,918	395	20,313	98.1	1.9
August.....	20,792	638	21,430	97.1	2.9
September.....	24,553	818	25,371	96.8	3.2
October.....	25,368	647	26,015	97.5	2.5
November.....	21,516	334	21,850	98.5	1.5
December.....	22,705	246	22,951	98.9	1.1
Totals.....	282,793	6,934	289,727	97.6	2.4

TABLE D — GAS METERS TESTED ON COMPLAINT — 1914
SHOWING VARIATION IN PROOF WITH LENGTH OF TIME IN SERVICE

TIME IN SERVICE	O. K.	Fast	Slow	Total	O. K. meters in per cent of meters tested	Fast meters in per cent of meters tested	Slow meters in per cent of meters tested	PERCENTAGES		Average per cent fast of all meters tested	Average per cent slow of all meters tested
								Fast	Slow		
1 year or less.....	105	352	366	823	12.7	42.8	44.5	873.83	738.44	2.48	0.16
1 year to 2 years.....	77	264	233	594	13.0	47.9	39.1	722.41	540.56	2.54	0.30
2 years to 3 years.....	60	203	201	454	11.0	44.8	44.2	576.72	517.23	2.04	0.13
3 years to 4 years.....	29	182	105	316	9.2	57.6	33.2	555.50	215.81	3.06	1.07
4 years to 5 years.....	18	132	66	266	6.8	68.5	24.7	665.80	162.61	3.66	1.89
5 years to 6 years.....	24	133	46	253	9.5	72.3	18.2	685.34	119.75	3.74	2.34
6 years to 7 years.....	5	55	22	82	6.1	67.1	26.8	221.54	57.83	4.04	2.00
Unknown.....	10	57	24	91	11.0	62.6	26.4	225.99	60.02	3.96	1.88
Totals.....	318	1,498	1,003	2,879	11.0	52.1	36.9	4,527.13	2,412.25	3.02	0.74

NOTE.—One meter was not considered in above table, it being a D. R.
1,064 of the fast meters, or 37% of the meters tested, were over 2% fast.
353 of the slow meters, or 13.3% of the meters tested, were over 2% slow.

GAS METERS TESTED
TABLE E — COMPLAINT METERS

	1907	1908	1909	1910	1911	1912	1913	1914
January.....		635	569	533	567	498	407	318
February.....		978	384	720	669	570	426	379
March.....		1,192	488	528	541	423	388	343
April.....		661	397	300	215	307	228	299
May.....		668	301	253	319	294	194	246
June.....		447	222	233	244	216	184	184
July.....	197	337	184	162	177	137	122	126
August.....	83	241	177	179	209	133	122	107
September.....	181	350	191	184	154	164	121	131
October.....	268	549	316	373	324	267	183	164
November.....	328	526	421	463	452	356	325	261
December.....	505	772	429	500	554	465	384	322
Totals.....	1,562	7,346	4,079	4,428	4,425	3,830	3,084	2,880

TABLE F — NEW METERS

	1907	1908	1909	1910	1911	1912	1913	1914
January.....		6,164	4,078	4,628	7,918	9,507	8,254	4,497
February.....		2,967	2,189	3,672	6,740	4,606	5,462	4,436
March.....		3,919	4,109	4,346	8,865	5,847	3,931	3,192
April.....		7,488	3,653	4,794	6,944	6,559	5,617	3,259
May.....		6,016	2,772	4,111	5,484	6,192	6,237	3,132
June.....		4,578	5,700	5,512	3,461	4,402	5,592	4,270
July.....	2,750	2,487	6,827	4,928	2,260	5,057	5,421	5,249
August.....	6,657	4,591	4,476	4,694	2,900	3,773	5,014	3,843
September.....	8,850	3,941	5,303	5,433	4,805	7,168	7,519	7,584
October.....	10,817	6,594	5,602	11,766	7,346	11,215	9,807	8,683
November.....	7,714	7,935	5,633	9,168	10,377	5,622	6,212	5,195
December.....	7,439	6,734	5,597	7,051	11,289	7,134	6,398	6,517
Totals.....	44,227	63,414	55,939	70,103	78,389	77,082	75,464	59,757

TABLE G — REPAIRED AND REMOVED METERS

	1907	1908	1909	1910	1911	1912	1913	1914
January.....		22,062	29,480	20,276	26,331	29,952	28,600	27,419
February.....		20,642	26,069	18,562	23,744	26,734	24,757	23,879
March.....		23,187	30,631	25,171	30,416	28,710	27,854	26,916
April.....		22,640	27,197	26,423	27,922	32,106	26,676	26,152
May.....		22,617	24,576	23,832	27,797	26,833	22,799	24,106
June.....		21,349	24,532	22,326	26,146	25,405	24,032	23,325
July.....	3,086	21,752	24,349	20,242	24,402	23,675	20,945	20,313
August.....	11,801	20,901	25,539	23,394	28,209	24,603	19,203	21,430
September.....	12,210	21,654	23,715	22,291	28,291	24,245	23,825	25,371
October.....	17,621	23,739	21,620	20,413	26,951	26,468	23,798	26,015
November.....	17,333	21,665	18,629	24,578	26,718	24,974	20,249	21,850
December.....	19,946	27,078	21,438	26,578	29,493	26,303	26,658	22,951
Totals.....	82,057	269,286	297,775	274,086	326,420	320,008	289,396	289,727
Total tested each year.....	127,846	340,046	357,793	348,617	409,234	400,920	367,944	352,364

TABLE H — ANALYSIS OF RESULTS OF GAS PRESSURE TESTS
YEARS 1913 AND 1914

Company reference number	Year	Number of gauge locations	Number of charts taken	Average maximum pressure	Average minimum pressure	Average daily pressure variation	Average maximum instan. pressure variation	Average maximum pulsating pressure variation
40.....	1913	22	205	41.5	31.5	10.0	3.3	2.1
	1914	5	20	44.4	33.6	10.8	2.3	2.8
43.....	1913							
	1914	13	98	41.9	33.4	8.5	1.6	0.4
48.....	1913							
	1914	30	249	52.7	26.5	26.2	7.2	1.0
49.....	1913	3	11	42.0	33.6	8.4	1.7	1.7
	1914	6	50	42.5	33.7	8.8	2.8	2.3
50.....	1913	2	23	41.1	28.4	12.7	4.7	0.0
	1914	15	143	41.0	29.5	11.5	2.3	1.4
58.....	1913							
	1914	9	101	39.3	29.7	9.6	2.2	1.1
64.....	1913	1	5	42.2	26.8	15.4	6.2	3.4
	1914	11	73	41.0	28.2	12.8	2.7	0.9
84.....	1913							
	1914	16	145	33.3	24.8	8.5	1.6	1.0
85.....	1913							
	1914	3	33	43.5	32.6	10.9	1.8	1.6
87.....	1913							
	1914	19	160	41.9	31.2	10.7	3.0	0.9
93.....	1913							
	1914	2	18	43.5	25.4	18.1	4.2	1.9
94.....	1913	24	187	42.8	25.3	17.5	3.6	0.7
	1914	13	81	40.0	24.9	15.1	5.1	0.9
Total....	1913	52	431	42.0	28.6	13.4	3.5	1.4
	1914	142	1,171	42.7	28.7	14.0	3.5	1.1

NOTE.—All pressures are expressed in tenths inches water column. Gauges attached to house line, and the results tabulated above therefore show variations in excess of the variations at the head of the service on account of the pressure drop in meter and in the house piping between the meter and the gauge.

TABLE I — ELECTRIC METERS — TABLE SHOWING RESULTS OF TESTS DURING 1914

	NUMBER TESTED		Number found creeping	AMOUNT OF PERCENTAGE		NUMBER FAST			NUMBER SLOW				
	Fast	Slow		Fast	Slow	4-10%	10-20%	20-30%	Above 30%	4-10%	10-20%	20-30%	Above 30%
January.....	44	20	74	116.21	40.63	1	.....	2	.....	1	.....	.....	.....
February.....	50	57	107	65.76	68.57	1	.....	.....	.....	2	.....	.....	.....
March.....	63	57	119	98.19	117.22	4	.....	.....	.....	3	.....	.....	.....
April.....	32	46	78	75.37	67.03	.....	3	.....	.....	.....	1	.....	.....
May.....	23	20	43	46.33	22.86	.....	1	.....	.....	.....	.....	.....	.....
June.....	26	23	49	40.31	37.53	.....	1	.....	.....	.....	1	.....	.....
July.....	26	13	39	40.91	14.62	.....	2	.....	.....	.....	1	.....	.....
August.....	17	8	25	18.77	5.34	.....	.....	.....	.....	.....	.....	.....	.....
September.....	17	11	28	43.16	63.24	.....	1	.....	.....	.....	2	.....	.....
October.....	12	18	30	14.17	40.98	.....	.....	.....	.....	.....	.....	.....	.....
November.....	21	16	37	44.20	34.88	.....	1	.....	.....	2	.....	.....	.....
December.....	45	28	73	84.54	27.91	.....	6	.....	.....	.....	.....	.....	.....
Totals.....	374	337	701	696.92	540.81	16	6	2	.....	10	5	.....	2

	PERCENTAGE TESTED		Per cent found creeping	AVERAGE PERCENTAGE		AVERAGE PERCENTAGE FAST			AVERAGE PERCENTAGE SLOW				
	Fast	Slow		Fast	Slow	4-10%	10-20%	20-30%	Above 30%	4-10%	10-20%	20-30%	Above 30%
January.....	59.4	40.6	100	2.64	1.35	2.3	.....	4.5	.....	3.3	.....	.....	.....
February.....	46.7	53.3	100	1.31	1.20	2.0	.....	.....	.....	3.5	.....	.....	.....
March.....	53.1	47.9	100	1.53	2.06	6.5	.....	.....	.....	5.4	.....	.....	1.8
April.....	41.0	59.0	100	2.35	1.46	.....	9.3	.....	.....	.....	2.1	.....	.....
May.....	53.4	47.6	100	2.11	1.14	4.5	4.5	.....	.....	.....	.....	.....	.....
June.....	53.1	46.9	100	1.55	1.63	.....	.....	.....	.....	4.4	4.4	.....	.....
July.....	64.7	35.3	100	1.92	1.13	7.7	.....	.....	.....	7.7	.....	.....	.....
August.....	68.0	32.0	100	1.10	1.67	.....	.....	.....	.....	.....	.....	.....	.....
September.....	60.7	39.3	100	2.54	5.75	.....	5.3	.....	.....	.....	.....	.....	.....
October.....	40.0	60.0	100	1.18	2.27	.....	.....	.....	.....	.....	11.1	.....	.....
November.....	56.9	43.1	100	2.10	2.18	4.8	4.8	.....	.....	12.5	6.2	.....	.....
December.....	61.6	38.4	100	1.80	0.99	13.3	.....	.....	.....	.....	.....	.....	.....
Totals.....	53.3	46.7	100	1.88	1.66	4.3	1.6	0.6	.....	3.0	1.5	.....	0.6

TABLE J — ELECTRIC METERS — CAPACITY IN AMPERES, 1914

	3	3½	5	7½	10	15	20	25	40	50	60	75	80	100	150	200	300	450	600	Totals
January.....	1	3	29	5	18	9	.....	7	.....	4	.....	1	.....	1	.....	.....	.....	.....	.....	74
February.....	2	.....	49	3	24	12	.....	7	.....	6	.....	.....	.....	1	.....	.....	.....	.....	.....	107
March.....	.....	.....	49	10	16	15	1	14	3	5	.....	.....	.....	.....	.....	.....	1	.....	.....	119
April.....	.....	2	24	16	17	16	1	7	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	178
May.....	.....	.....	12	1	9	3	1	1	1	6	.....	2	.....	4	1	.....	.....	.....	.....	42
June.....	.....	1	16	1	13	6	1	6	.....	2	.....	1	.....	2	1	.....	.....	.....	.....	49
July.....	.....	.....	8	.....	8	9	1	7	1	3	.....	1	.....	1	.....	.....	.....	.....	.....	39
August.....	.....	.....	8	.....	6	2	.....	2	.....	3	.....	.....	.....	2	1	.....	.....	.....	.....	25
September.....	.....	1	7	2	6	4	1	1	.....	3	.....	.....	1	1	.....	.....	.....	.....	1	28
October.....	.....	.....	20	.....	3	2	.....	.....	.....	3	1	.....	.....	1	.....	.....	.....	.....	.....	30
November.....	.....	.....	15	3	4	6	.....	4	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
December.....	1	.....	38	3	14	2	.....	6	.....	4	.....	.....	.....	1	1	3	.....	.....	.....	73
Totals.....	4	8	275	33	138	85	6	62	5	46	1	7	1	17	7	3	1	1	1	701

TABLE K—GAS METERS TESTED ON COMPLAINT DURING 1914

RESULTS ARRANGED ACCORDING TO COMPANIES

COMPANIES	Total number tested	Over 2% fast	Over 2% slow	Between 2% fast and 2% slow	Per cent of meters over 2% fast	Per cent of meters over 2% slow
Consolidated Gas Co.....	607	193	105	309	31.8	17.3
New Amsterdam Gas Co.....	148	50	16	82	33.8	10.8
Standard Gas Light Co.....	105	37	11	57	35.2	10.5
New York Mutual Gas Light Co...	139	51	13	65	39.5	10.1
Central Union Gas Co.....	98	49	10	39	50.0	10.2
Northern Union Gas Co.....	68	33	2	33	48.5	2.9
Bronx Gas and Electric Co.....	18	8	2	8	44.4	11.1
Westchester Lighting Co.....	1	1	.....	.....	100.0	.....
Brooklyn Union Gas Co.....	1,033	326	167	540	31.6	16.2
Flatbush Gas Co.....	89	30	14	45	33.7	15.7
Newtown Gas Co.....	102	44	8	50	43.1	7.8
Kings County Lighting Co.....	225	127	15	83	56.4	6.7
Brooklyn Borough Gas Co.....	87	42	9	36	48.3	10.3
Jamaica Gas Light Co.....	15	2	1	12	13.3	6.7
Richmond Hill and Queens County Gas Light Co.....	14	5	1	8	35.7	7.1
Woodhaven Gas Light Co.....	33	12	3	18	36.4	9.1
New York and Queens Gas Co.....	10	7	.....	3	70.0	.....
Queens Borough Gas and Electric Co.	53	28	4	21	52.8	7.6
East River Gas Co.....	28	11	2	15	39.3	7.1
New York and Richmond Gas Co..	16	8	.....	8	50.0	.....
Totals.....	2,879	1,064	383	1,432	37.0	13.3

CHAPTER VII

FORMAL CASES—APPLICATIONS BY COMPANIES INVOLVING SECURITIES, FRANCHISES, LEASES, ETC.

AUTHORIZATION OF TRANSFERS OF STOCKS

Under Sections 54 and 70 of the Public Service Commissions Law, the Commission in 1914 took action in six cases, in which it gave its consent to certain public service corporations to acquire and hold capital stock of other public service corporations, as indicated in the following summary:

APPLICANT	STOCK ACQUIRED		Date of permit	Case No.
	Par value	Company		
<i>Under Sec. 54</i>				
New York Railways Co.....	\$50,000	Bridge Operating Co.....	June 2, 1914	1822
New York Railways Co.....	600,000	Twenty-third St. Railway Co. . .	Oct. 30, 1914	1830
Third Avenue Railway Co.....	150,000	Mid-Croastown Railway Co., Inc.	Jan. 23, 1914	1714
<i>Under Sec. 70</i>				
Consolidated Gas Co. of N. Y. .	9,500,000	Astoria Light, Heat & Power Co.	May 4, 1914	1717
Consolidated Gas Co. of N. Y. .	15,800,000	New York Edison Co.....	May 4, 1914	1718
Edison Electric Illuminating Co. of Brooklyn.....	12,200	Amsterdam Electric, Light, Heat & Power Co.....	July 30, 1914	1554

In all but one of these six cases the applicant company already held through lease or stock ownership some kind of control over the company issuing the stock that it now desired to acquire. The largest amounts of stock involved in these transfers consisted of the additional stock which the Commission had authorized the New York Edison and the Astoria Light, Heat & Power companies to issue for new construction or additions and betterments, as elsewhere described in this chapter.

The Edison Electric Illuminating Company of Brooklyn already owned all of the stock of the Amsterdam Electric Light,

Heat & Power Company except the 122 shares included in the present application. No opinion was filed in this case.

The New York Railways Company was already the lessee of Twenty-third Street Railway Company and in favor of its proposed purchase of stock of that company the New York Railways Company urged the possibilities of economy in reducing the present rental of 18 per cent on the Twenty-third Street Railway stock. This case is described in a later section treating of the New York Railways Company's application to issue \$2,100,000 par value of 4 per cent bonds to acquire the Twenty-third Street Railway Company's stock.

The New York Railways Company also obtained the consent of the Commission to acquire one-half of the stock of the Bridge Operating Company, which holds a franchise for the operation of cars over the Williamsburg bridge. No application was made to issue securities for this transaction and the Commission did not pass upon the reasonableness of the price paid for the stock, viz., \$37,285.54. The Commission in 1909 had approved transfer of this stock from the Receiver of the New York City Railway Company to the Receivers of the Metropolitan Street Railway Company without passing upon the reasonableness of the consideration given at that time, which was \$150,000. Subsequently, the Commission undertook an inquiry into the reasonableness of the rates charged by the Bridge Operating Company, as a result of which it ordered a reduction from 5 cents for two tickets to 5 cents for three tickets.

In obtaining the consent of the Commission to acquire all of the stock of the Mid-Crosstown Railway Company, the Third Avenue Railway Company added another property to its system of street railways in Manhattan. The Mid-Crosstown Company is the successor of the Twenty-eighth & Twenty-ninth Streets Crosstown Railway Company, which was formerly operated by the Metropolitan Street Railway Company under an agreement providing for the payment by the lessee of interest on \$1,500,000 of 5 per cent bonds. The old company also had outstanding \$1,500,000 of capital stock. In the first reorganization plan submitted by the Bondholders' Committee to the Commission, it was proposed

to issue \$1,000,000 of bonds and \$500,000 of stock. In a later application the proposed capitalization was reduced to \$500,000 of bonds and \$500,000 of stock. This application was denied by the Commission and in the last application, which was for such amount of stock and bonds as the Commission should deem proper, the Commission decided that no bonds at all could be issued as there was no assurance that fixed charges could be earned, and it allowed only \$150,000 of stock.

APPLICATIONS FOR AUTHORIZATION OF ISSUE OF STOCKS, BONDS, ETC.

<i>Case No.</i>	<i>Company and Subject</i>	<i>Action of Commission</i>
1356.	MANHATTAN BRIDGE THREE CENT LINE.—Application for approval of issue of \$50,000 capital stock.	January 6, 1914. Amendatory resolution authorizing withdrawal of \$190,000 of proceeds of stock issue.
1398.	NEW YORK & NORTH SHORE TRACTION Co.—Application for approval of issue of \$1,500,000 bonds and \$771,764.12 stock.	February 27, 1914. Order extending time to issue stock and bonds. April 17, 1914. Order amending approval order of March 8, 1912, so as to approve a substituted mortgage.
1435.	THIRD AVENUE BRIDGE Co.—Application for approval of issue of \$20,000 stock.	Rehearings held upon resolution of March 8, 1912, authorizing expenditures from proceeds of stock issue upon certain conditions; pending, undetermined.
1444.	BROOKLYN, QUEENS COUNTY & SUBURBAN RAILROAD Co.—Application for approval of issue of \$299,648.72 additional bonds.	Matter pending, undetermined, awaiting further proof by company.
1474.	KINGS COUNTY LIGHTING Co.—Application for approval of issue of \$729,000 additional bonds.	September 22, 1914. Fourth resolution authorizing withdrawal of \$121,852.75 from proceeds of the sale of bonds.
1550.	MANHATTAN BRIDGE THREE CENT LINE.—Application for approval of increase of capital stock and of issue of additional stock.	January 6, 1914. Resolution amending resolution of December 31, 1913, authorizing use of proceeds of \$190,000 stock.
1560.	NEW YORK RAILWAYS Co.—Application for approval of issue of \$2,800,000 bonds.	February 6, 1914. Opinion and order after rehearing, denying application in excess of \$840,000 bonds and confirming order of November 1, 1912, authorizing issue of \$840,000. June 23, 1914. Order and writ of certiorari for review of determination presented.
1584.	TWENTY-THIRD STREET RAILWAY Co.—Application for approval of issue of \$1,500,000 bonds.	May 28, 1914. Opinion by Commissioner Maltbie and order authorizing execution of mortgage and issue of \$1,500,000 bonds.
1587.	NEW YORK DOCK RAILWAY.—Application for approval of issue of \$500,000 stock.	February 17, June 27, September 29 and December 29, 1914. Orders extending time for issuing stock.
1624.	LONG ACRES ELECT. LIGHT & POWER Co.—Application for approval of construction of electric plant and issue of securities.	June 5, September 22, and December 22, 1914. Orders extending time for issue of stock and bonds.

Case No. Company and Subject

Action of Commission

1650. MANHATTAN & QUEENS TRACTION CORPORATION.—Application for approval of issue of \$1,500,000 stock and \$1,500,000 bonds.

February 5, 1914. Order authorizing issue of \$765,000 stock.

February 20, 1914. Order extending time for notification as to acceptance of approval order.

February 27 and March 3, 1914. Opinions by Commissioners Williams and Maltbie.

March 10, 1914. Order abrogating order of February 5, 1914, and discontinuing proceeding, upon request of company.

1655-1656. PELHAM PARK & CITY ISLAND RAILROAD Co.—Application for approval of plan of reorganization of Pelham Park Railroad Co. and City Island Railroad Co. and issue of securities thereunder.

January 6, March 31, April 14, June 2 and September 29, 1914. Orders extending time for issuing securities and completing construction of railroad.

1662. THIRD AVENUE BRIDGE CO. AND THIRD AVENUE RAILWAY Co.—Application for approval of issue by Third Avenue Bridge Co. of promissory note to Third Avenue Railway Co.

Hearings held and closed. Matter pending, undetermined.

1664. CONEY ISLAND & GRAVESEND RAILWAY Co.—Application for approval of \$2,988,900 notes.

Matter pending, undetermined.

1667. BRONX GAS & ELECTRIC Co.—Application for approval of issue of \$200,000 additional bonds.

January 13, June 27, August 21, September 11, September 22, October 9, November 17 and December 4, 1914. Resolutions authorizing withdrawal of proceeds from issue of bonds.

July 16, 1914. Order further amending approval order with respect to conditions as to price at which bonds should be sold.

1680. HUDSON & MANHATTAN RAILROAD Co.—Application for issue of bonds in connection with readjustment of company's debt.

March 10, 1914. Resolution authorizing withdrawal from proceeds of issue.

1692. NEW YORK MUNICIPAL RAILWAY CORPORATION.—Application for approval of issue of \$400,000 additional capital stock.

January 30, March 27, April 28, June 2, July 1, July 30, October 9, November 6, November 30 and December 31, 1914. Orders extending time for issuing stock.

1714. THIRD AVENUE RAILWAY Co.—Second application for approval of acquisition of stock of Mid-Crosstown Railway Co., Inc., and of issue of \$500,000 bonds to pay therefor.

January 23, 1914. Opinion and order authorizing Third Avenue Railway Co. to acquire \$150,000 capital stock of Mid-Crosstown Railway Co., Inc., and to issue \$187,000 4 per cent bonds in payment therefor.

1715. DRY DOCK, EAST BROADWAY & BATTERY RAILROAD Co.—Application for approval of mortgage and issue of \$2,800,000 bonds.

March 3, 1914. Opinions filed by Commissioners Maltbie and Williams, and memoranda by Commissioners Cram and Eustis.

April 28, 1914. Order denying application.

December 11, 1914. Order confirming order denying application.

December 29, 1914. Note of service of writ of certiorari to review Commission's determination.

1717. ASTORIA LIGHT, HEAT & POWER Co.—Application for approval of issue of \$5,000,000 bonds and \$9,500,000 stock.

March 3, 1914. Opinions filed by Commissioners McCall, Maltbie, Williams and Eustis.

May 4, 1914. Opinion filed by Commissioner Eustis. Order authorizing execution of mortgage and issue of \$5,000,000 bonds and \$9,500,000 common capital stock.

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1718. NEW YORK EDISON Co.—Application for approval of issue of \$15,800,000 stock.

March 3, 1914. Opinions filed by Commissioners McCall, Maltbie, Eustis and Williams.

May 4, 1914. Order authorizing the issue by New York Edison Co. of \$15,800,000 capital stock and acquisition thereof by Consolidated Gas Co. of New York.

1720. NEW YORK CONNECTING RAILROAD Co.—Application for approval of execution of mortgage, issue of securities thereunder and temporary issue of \$10,000,000 notes.

February 6, April 3, 14, June 27 and August 21, 1914. Resolution authorizing withdrawal of expenditures from proceeds of bond issue.

1723. BELT LINE RAILWAY CORPORATION and THIRD AVENUE RAILWAY Co.—Application for approval of increase and issue of capital stock of Belt Line Railway Corporation and acquisition thereof by Third Avenue Railway Co.

February 6, 1914. Order extending time of Belt Line Railway Corporation for issuing \$258,000 capital stock.

1728. MID-CROSTOWN RAILWAY Co., Inc.—Second application for approval of issue of capital stock and bonds.

January 23, 1914. Opinion and order denying application for issue of bonds and authorizing the Mid-Crostown Railway Co., Inc., to issue \$150,000 capital stock.

April 3, 1914. Order modifying order of January 23, 1914, so as to change certain details of order.

June 23, 1914. Communication to Mid-Crostown Ry. Co., Inc., as to distribution of cost of property in accordance with the uniform system of accounts, pursuant to order of January 23, 1914.

1739. BROOKLYN & NORTH RIVER RAILROAD Co.—Application for approval of issue of \$500,000 capital stock.

November 10, 1914. Resolution authorizing withdrawal of proceeds from stock issue.

1762. MANHATTAN RAILWAY Co.—Application for approval of second mortgage and issue of \$5,409,000 bonds thereunder.

Hearings held and continuing.

1767. BROOKLYN BOROUGH GAS Co.—Application for approval of issue of \$125,000 additional capital stock.

March 3, 1914. Resolution authorizing expenditure from proceeds upon condition of adjustment of fixed capital account in accordance with estimated reproduction cost and accrued depreciation of company's property.

March 30, 1914. Opinion as to resolution of March 3, 1914.

1770. NEW YORK & NORTH SHORE TRACTION Co.—Application for approval of issue of \$115,484 additional capital stock.

January 9, 1914. Order authorizing issue of \$81,850 capital stock.

1778. THIRD AVENUE RAILWAY Co.—Application for approval of issue of \$6,650,000 additional bonds.

February 20, 1914. Order authorizing issue of \$4,000,000 bonds. Hearings held and continuing with reference to further issue.

1802. MANHATTAN BRIDGE THREE CENT LINE.—Application for approval of issue of \$280,000 additional capital stock.

March 13, 1914. Order authorizing issue of \$280,000 capital stock.

June 12, July 23, September 11 and December 18, 1914. Resolutions authorizing withdrawals of proceeds from stock issue.

June 23 and September 29, 1914. Orders extending time for issue of stock.

1805. HUDSON & MANHATTAN RAILROAD Co.—Application for approval of issue of \$154,000 additional bonds.

April 7, 1914. Order approving issue of \$154,000 first lien 5 per cent bonds.

June 23, 1914. Order extending time for issue of bonds.

December 11, 1914. Order modifying order of April 7, 1914, so as to authorize issue of bonds at 80, and extending time for issue of bonds.

<i>Case No.</i>	<i>Company and Subject</i>	<i>Action of Commission</i>
1810.	NEW YORK CONNECTING RAILROAD Co.—Application for approval of issue of \$5,000,000 additional bonds.	April 14, 1914. Order authorizing issue of \$5,000,000 4½ per cent bonds. August 21, September 22, October 20 and November 30, 1914. Resolutions authorizing withdrawal of proceeds from issue of bonds.
1823.	CONSOLIDATED GAS CO. OF NEW YORK.—Application for approval of issue of \$25,000,000 convertible debenture bonds and \$25,000,000 additional capital stock.	December 1, 1914. Order granting application. December 8, 1914. Order extending time for issuance of debentures and stock. December 18, 1914. Opinion of Commissioner Maitble.
1830.	NEW YORK RAILWAYS Co.—Application for approval of acquisition of capital stock of 23d Street Railway Co. and of issuance of bonds in payment thereof.	October 30, 1914. Opinion and order authorizing New York Railways Co. to acquire 8,000 shares of stock of 23d Street Railway Co. and issue by New York Railways Co. of \$2,100,000 4 per cent bonds in payment therefor. November 10 and November 20, 1914. Orders extending time for acceptance. November 30, 1914. Order amending order of October 30, 1914, in respect to the amount of discount upon sale of the bonds to be amortized.
1833.	BROADWAY-SEVENTH AVENUE RAILROAD Co.—Application for approval of issue of \$500,000 bonds.	June 23, 1914. Order authorizing issue of \$500,000 bonds.
1845.	HUDSON & MANHATTAN RAILROAD Co.—Application for approval of issue of \$202,500 additional bonds.	July 31, 1914. Order authorizing issue of \$202,500 first lien bonds.
1866.	DRY DOCK, EAST BROADWAY & BATTERY RAILROAD COMPANY.—Application for approval of issue of supplemental mortgage.	September 22, 1914. Order approving issue of mortgage covering substituted route.
1869.	BROOKLYN BOROUGH GAS Co.—Application for approval of issue of \$125,000 additional capital stock.	October 30, 1914. Order authorizing issue of \$125,000 additional capital stock. November 17, 1914. Amendatory order correcting order of October 30, 1914.
1887.	STATEN ISLAND MIDLAND RAILWAY Co.—Application for approval of issue of \$135,000 equipment trust certificates.	December 22, 1914. Opinion and order granting application. December 31, 1914. Resolution directing rehearing.

APPLICATION FOR APPROVAL OF STOCK AND BOND ISSUES

At the close of 1913, as stated in last year's report, there were pending before the Commission applications for authority to issue stocks, bonds or other evidences of indebtedness of an aggregate par value of \$53,650,716.36, exclusive of the application of the Mid-Crosstown Railway Company for such amount of securities as the Commission should deem proper. In the proceedings in this case in 1914, the company finally asked for authority to issue \$187,000 of stock, while applications filed in 1914 called for securities having an aggregate par value of \$58,476,500. The total amount of securities called for by the applications before the Commission during the year 1914 was therefore \$112,314,-216.36. The cases closed during the year amounted to \$100,-

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878,964 par value, including all of the applications filed within the year and \$42,215,464 of those filed previously. At the close of the year 1914 there were pending five cases aggregating \$11,435,252.36. All but one of these cases were held open pending further proof by the applicant. The following is a summary of the authorizations made by the Commission in 1914:

STOCK AND BOND ISSUES AUTHORIZED BY THE COMMISSION IN 1914

NOTE—The application of the Dry Dock, East Broadway and Battery Railroad Co. for approval of a mortgage and issue of \$2,800,000 of bonds thereunder was denied (Case 1715).

COMPANIES	Nature of security	Date of authorization	Amount of issue authorized (par value)	Amount applied for (a)	Case No.
<i>Transportation Companies (Sec. 55)</i>					
Broadway & Seventh Av. R. R. Co.	Bonds...	June 23, 1914	\$500,000	\$500,000	1833
Hudson & Manhattan R. R. Co.	Bonds...	Apr. 7, 1914	154,000	154,000	1805
Hudson & Manhattan R. R. Co.	Bonds...	July 31, 1914	202,500	202,500	1845
Manhattan & Queens Traction Corporation.	Stock...		(b)	1,500,000	1880
Manhattan Bridge Three Cent Line	Stock...	Mar. 13, 1914	280,000	280,000	1802
Mid-Crosstown Railway Co.	Stock...	Jan. 23, 1914	150,000	(c) 187,000	1728
New York & North Shore Traction Co.	Stock...	Jan. 9, 1914	81,850	115,464	1770
New York Connecting Railroad Co.	Bonds...	Apr. 14, 1914	5,000,000	5,000,000	1810
New York Railways Co.	Bonds...	Oct. 30, 1914	2,100,000	2,100,000	1830
Staten Island Midland Railway Co.	Car trust				
Third Avenue Railway Co.	Bonds...	Dec. 22, 1914	135,000	135,000	1827
Third Avenue Railway Co.	Bonds...	Jan. 23, 1914	187,000	500,000	1714
Third Avenue Railway Co.	Bonds...	Feb. 20, 1914	(d) 4,000,000	6,650,000	1778
Twenty-third Street Railway Co.	Bonds...	May 28, 1914	1,500,000	1,500,000	1564
<i>Lighting Companies (Sec. 69)</i>					
Astoria Light, Heat & Power Co.	Bonds...	May 4, 1914	5,000,000	5,000,000	1717
Astoria Light, Heat & Power Co.	Stock...	May 4, 1914	9,500,000	9,500,000	
Brooklyn Borough Gas Co.	Stock...	Oct. 30, 1914	125,000	125,000	1800
Consolidated Gas Co. of New York.	Bonds...	Dec. 1, 1914	25,000,000	25,000,000	1823
New York Edison Co.	Stock...	Dec. 1, 1914	25,000,000	25,000,000	
New York Edison Co.	Stock...	May 4, 1914	15,800,000	15,800,000	1718
Total.....			(c) \$94,695,350	\$100,728,964	.....

AUTHORIZATIONS TO RAILROADS AND STREET RAILROADS

The amount of authorizations granted to railroads, street railways and other common carriers was \$14,270,350 as compared with an aggregate amount of \$80,425,000 granted to gas and

(a) Applications filed in 1914 aggregated \$58,476,500.

(b) Does not include issue of stock, in amount \$765,000, authorized February 5, 1914, and abrogated March 10, 1914, upon withdrawal of application.

(c) Application originally asked for issue of stock or bonds in such amount as Commission should deem proper.

(d) Balance of application (\$2,650,000) awaiting presentation of further proof.

electric corporations. This latter amount, however, really involves considerable duplication of securities. When all the transactions contemplated in the applications have been completed, there will be outstanding in the hands of the public only \$25,125,000 representing \$125,000 of stock of the Brooklyn Borough Gas Company and \$25,000,000 of stock of the Consolidated Gas Company. The interrelations of these applications are shown in a separate abstract in this chapter.

The abstracts compiled from the opinions in the several cases also cover the application of the Dry Dock, East Broadway & Battery Railroad Company for permission to issue \$2,800,000 of bonds for refunding purposes. This application was denied by the Commission on the ground that the obligations that the company proposed to refund were not proved to be capital obligations. The company took the position that the statute did not require the submission of such proof, and has obtained a writ of certiorari to review the decision of the Commission.

The reorganization of the Mid-Crosstown Railway Company, which involved a reduction in capitalization from \$3,000,000 to \$150,000, has been referred to in the preceding section of this chapter. Another important case was the application of the Manhattan & Queens Traction Corporation for \$3,000,000 of stocks and bonds. The Commission authorized stock to the amount of \$765,000 and awaited further proof concerning the mortgage and amount of bonds to be issued, whereupon the company asked permission to withdraw its application.

The largest amount of securities authorized in 1914 for a railroad or street railroad corporation was the \$5,000,000 of bonds applied for by the New York Connecting Railroad Company to carry on the construction of a steam railroad connecting the New York, New Haven & Hartford Railroad in The Bronx with the Long Island and Pennsylvania railroads in the Borough of Queens. The company had exhausted the proceeds of \$11,000,000 of bonds authorized by the Commission in 1913.

In Case No. 1778 the Commission authorized the Third Avenue Railway Company to issue \$4,000,000 of bonds to cover expenditures made in the acquisition of the New York City Interborough

Railway Company and the Belt Line Railway Corporation. The remainder of the \$6,650,000 applied for in this case was still under investigation at the close of the year.

An important precedent was established in the Commission's decision in the case (No. 1830) of the New York Railways Company's application for authority to issue \$2,100,000 of its four per cent bonds for the purpose of acquiring \$600,000 par value of the capital stock of a lessor company, the Twenty-third Street Railway Company. The ratio of exchange had been fixed at \$350 par value of bonds to \$100 of stock and the company maintained that inasmuch as the stock was worth \$350 per share there was no discount involved in the issue of the bonds at the proposed rate of exchange, although the evidence showed that the market value of the bonds was between 75 and 80 per cent. The Commission held that in the issue of securities the money value rather than the par value must be the governing consideration in a certification of the amounts chargeable, respectively, to capital account and income account, and in this case it certified that 20 per cent of the par value of the bonds represented discount chargeable to income. The company was therefore required to create a sinking fund or amortization fund to make up the discount out of income within the term of the bonds.

The applications of the Broadway & Seventh Avenue Railroad Company and the Twenty-third Street Railway Company for the authorization of bonds represented refunding operations. The other applications granted covered securities issued for additional equipment, permanent improvements, etc.

APPLICATIONS FOR SEVEN YEARS, 1907-1914

Following is a statement of all applications that have come before the Commission since July 1, 1907, for approval of stock and bond issues:

APPLICATIONS BEFORE THE COMMISSION FOR APPROVAL OF BOND AND STOCK ISSUES, JULY 1, 1907, TO DECEMBER 31, 1914

NAME OF COMPANY	Class of security	Amount applied for (a)	Amount allowed	Amount not allowed	Application withdrawn	Pending	Case No.
<i>Transportation Companies</i>							
Belt Line Railway Corporation.....	Stock.....	\$200,000 00	\$431,300				{ 1806
Belt Line Railway Corporation.....	Bonds.....	2,200,000 00	1,750,000	\$218,700 00			{ 1854
Belt Line Railway Corporation.....	Stock.....	48,700 00	48,700				{ 1703
Belt Line Railway Corporation.....	Stock.....	269,000 00	269,000	16,000 00			{ 1723
Broadway & Seventh Avenue R. R. Co.....	Bonds.....	500,000 00	500,000				{ 1833
Brooklyn & North River R. R. Co.....	Stock.....	500,000 00	100,000	400,000 00			{ 1789
Brooklyn, Queens County & Suburban R. R. Co.....	Bonds.....	299,543 73				\$299,543 73	1444
Brooklyn Union Elevated R. R. Co.....	Demand certificates.....	20,000,000 00		20,000,000 00			643
Central Park North & East River R. R. Co. Reorganization Committee.....	Stock.....	500,000 00			\$500,000		1874
Central Park North & East River R. R. Co. Reorganization Committee.....	Bonds.....	1,100,000 00			1,100,000		1095
City Island R. R. Co.....	Bonds.....	30,000 00			50,000		373
Concy Island & Brooklyn R. R. Co.....	Car trust certificates.....	30,000 00	30,000				420
Concy Island & Brooklyn R. R. Co.....	Bonds.....	568,500 00	460,000	78,500 00			1109
Concy Island & Brooklyn R. R. Co.....	Bonds.....	372,000 00	151,000	221,000 00			1300
Concy Island & Brooklyn R. R. Co.....	Notes.....	500,000 00	500,000				1802
Concy Island & Brooklyn R. R. Co.....	Bonds.....	118,566 00	91,819	26,747 00			1864
Concy Island & Gravesend B'y. Co.....	Notes.....	2,983,900 00				2,983,900 00	1715
Dry Dock E. B'way & Battery R. R. Co.....	Bonds.....	2,800,000 00		2,800,000 00			634
East River Terminal R. R. Co.....	Stock.....	10,000 00			10,000		1747
Eighth Avenue Railroad Co.....	Notes.....	750,000 00	750,000				1880
Hudson & Manhattan Railroad Co.	Bonds.....	37,036,000 00	37,036,000				1805
Hudson & Manhattan R. R. Co.....	Bonds (income).....	38,574,000 00	38,574,000				1845
Hudson & Manhattan R. R. Co.....	Bonds.....	154,000 00	154,000				315
Hudson & Manhattan R. R. Co.....	Bonds.....	202,500 00	202,500				1892
Interborough Rapid Transit Co.	Bonds.....	30,000,000 00	30,000,000				1614
Interborough Rapid Transit Co.	Gold notes.....	25,000,000 00	25,000,000				1650
Interborough Rapid Transit Co.	Bonds.....	17,123,411 00	12,735,000	4,388,411 00			1856
Interborough Rapid Transit Co.	Bonds.....	(d) 161,264,411 00	(d) 160,957,000				1602
Manhattan & Queens Traction Corp'n	Stock.....	1,500,000 00	(e)		1,500,000		573
Manhattan Bridge Three Cent Line.....	Stock.....	40,000 00	40,000		1,500,000		1763
Manhattan Bridge Three Cent Line.....	Stock.....	200,000 00	140,000	60,000 00			1856
Manhattan Bridge Three Cent Line.....	Stock.....	200,000 00	240,000				1560
Manhattan Bridge Three Cent Line.....	Stock.....	10,812,000 00	10,812,000				1802
Manhattan Railway Co.....	Bonds.....	804,000 00	804,000				573
Manhattan Railway Co.....	Bonds.....	5,409,000 00				5,409,000 00	1763

APPLICATIONS BEFORE THE COMMISSION FOR APPROVAL OF BOND AND STOCK ISSUES, July 1, 1907, to December 31, 1914 — (Concluded)

NAME OF COMPANY	Class of security	Amount applied for (a)	Amount allowed	Amount not allowed	Application withdrawn	Pending	Case No.
<i>Light and Power Companies — Cont.</i>							
Brooklyn Borough Gas Co.	Bonds.	\$105,000 00	\$105,000				1436
Brooklyn Borough Gas Co.	Stock.	125,000 00	125,000				1767
Brooklyn Borough Gas Co.	Stock.	125,000 00	125,000				1869
Brooklyn Union Gas Co.	Bonds.	3,000,000 00	3,000,000				640
Consolidated Gas Co.	Bonds.	25,000,000 00	25,000,000				1823
Consolidated Gas Co.	Stock.	25,000,000 00	25,000,000				
Kings Co. Electric Light & Power Co.	Bonds.	5,000,000 00	4,000,000		(c) \$1,000,000		1174, 1477
Kings Co. Electric Light & Power Co.	Bonds.	2,500,000 00	2,500,000				1575
Kings County Lighting Co.	Bonds.	450,000 00	625,000				1110
Kings County Lighting Co.	Bonds.	725,000 00	200,000		250,000		1474
Long Acre Electric Light & Power Co.	Bonds.	50,000,000 00 (h)	104,000 00				419, 797
Long Acre Electric Light & Power Co.	Bonds.	10,000,000 00 (h)	4,000,000				
New York & Queens Electric Light & Power Co.	Stock.	2,000,000 00	2,000,000				1204
New York Edison Co.	Stock.	5,349,400 00	5,349,400				1218
New York Edison Co.	Stock.	15,800,000 00	15,800,000				1718
Total, light and power companies.		\$160,857,400 00	\$103,406,400	\$54,201,000 00	\$3,250,000		
Grand total, all companies.		\$319,710,057 48	\$612,230,569	\$185,800,236 12	\$10,244,000	\$11,435,252 36	

NOTE.—The statement does not include the following applications: Supplemental mortgage of Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Co. and extension of term of \$1,200,000 bonds issued thereunder (Case 1508).

(a) The amounts hereunder stated are usually in accordance with applications as amended rather than with original petition.

(b) Three-year notes for which the bonds previously authorized have been pledged as security.

(c) Replaced and abrogated by order immediately following except as to \$3,407,000 bonds.

(d) Of this amount \$32,896,000 are to discharge or refund bonds previously authorized by the Commission.

(e) An issue of \$765,000 stock was authorized by the Commission in an order dated February 5, 1914. This was abrogated by order dated March 10, 1914, the application having been withdrawn by the company.

(f) The original application asked for an order authorizing the company to issue capital stock and bonds in such amount as should be deemed proper by the Commission.

(g) In accordance with the amended petition of the Metropolitan Street Railway Company Bondholders' Committee.

(h) Certificate of approval given by the Commission in accordance with a direction by the court.

(i) Discontinued without prejudice.

(j) New York Central and Hudson River R. R. Co. bonds were issued, guaranteed by a mortgage on the Spuyten Duyvil and Port Morris R. R. Co. property.

A summary of the foregoing statement is as follows:

	Amount authorized	Amount disallowed	Amount withdrawn	Amount pending	Total applications
Dec., 1913.....	\$517,535,219	\$182,616,622	\$7,244,000	\$53,650,716	\$761,046,557
1914.....	94,695,350	3,183,614	3,000,000	* 42,215,464]	758,663,500
Dec., 1914.....	\$612,230,569	\$185,800,236	\$10,244,000	\$11,435,252	\$819,710,057
Whereof—					
Transportation.....	508,824,169	131,599,236	6,994,000	11,435,252	658,852,657
Lighting.....	103,406,400	54,201,000	3,250,000	.....	160,857,400

* Represents the net reduction in amount pending.

† Includes \$187,000 in an application (Case 1728) filed in 1913 which did not state any specific amount.

While the total authorizations amount to \$612,230,569, it should be noted that this amount involves considerable duplication of securities. A single application like that of the Consolidated Gas Company in 1914, for example, may cover an issue of convertible debenture bonds and an equal amount of stock that is to be issued at some future time only in exchange for the bonds. Many bond issues also represent merely the refunding of earlier issues approved by the Commission. Thus in the case of the Interborough Rapid Transit Company, the Commission has approved securities amounting in the aggregate to \$228,712,000 but the latest application granted, \$160,957,000, includes bonds for the refunding of the prior authorizations amounting to \$67,755,000. Furthermore, in certain cases like that of the Coney Island & Brooklyn Railroad Company bonds have been authorized to be pledged as collateral for notes also included in the authorizations.

AN APPLICATION DENIED

Case No. 1715.—Dry Dock, East Broadway & Battery Railroad Company.—This company, a subsidiary of the Third Avenue Railway Company, has been operated by Receiver Frederick W. Whitridge since February 3, 1908. In the case of all of the other subsidiaries, the receivership was terminated without the issue of new securities. This company had outstanding not only receiver's certificates, but also certificates of indebtedness to the amount of \$1,100,000 which matured in 1912. A readjustment plan was made by the Third Avenue interests and a protective

committee of the holders of the certificates which provided for the refunding of all the company's debts and obligations by the issue of a refunding mortgage and bonds thereunder. Application was then made to the Commission under date of July 31, 1913, for its consent to the making and issuance of a refunding mortgage and deed of trust, and the approval of the immediate issue of \$560,000 Series B bonds, and \$2,240,000 Series C bonds to refund indebtedness.

It was proposed to issue bonds in three series as follows: Series A not to exceed \$1,500,000 at five per cent, a prior lien, preferred both as to principal and interest over subsequent series of bonds, \$950,000 to be reserved to refund outstanding general mortgage five per cent bonds, and \$550,000 to be reserved for new property or betterments; Series B bonds not to exceed \$560,000 at four per cent, payable to July 1, 1916, out of surplus income, non-cumulative until that date, and thereafter bearing interest at four per cent, this series to be preferred, both as to principal and interest, over Series C, and to be issued for refunding receiver's certificates and claims on contract and in tort; Series C for \$2,240,000, bearing interest at four per cent to July 1, 1916, non-cumulative until that date, and thereafter bearing interest at four per cent, and to be applied to refunding other obligations. After July 1, 1916, Series B and C bonds were to bear interest unconditionally and have full rights of foreclosure in case of default of principal or interest.

The indebtedness of the Dry Dock Company includes the following:

1	First mortgage five per cent bonds, due in 1932	\$950,000 00
2	Certificates of indebtedness issued in 1892	1,100,000 00
3	Unpaid interest thereon to June 30, 1913	325,416 67
4	Receiver's certificates	499,000 00
5	Interest thereon to June 30, 1913..	27,330 35
6	A claim of the Third Avenue Rail- way Company	1,500,000 00

7	Claims on contract and in tort. . . .	58,513 60
8	Other claims estimated.	30,000 00
		<hr/>
		\$4,490,260 62
		<hr/>

The applicants' theory was (1) that a complete approval should be given when they have demonstrated that the obligations to be refunded are actual obligations, and (2) that the Commission has no duty or power to inquire into the purposes for which the obligations were incurred, or into the ability of the company to earn, over and above all operating expenses, a sufficient amount to pay the interest on these obligations, or into the amount of property represented by securities which the Commission is asked to approve.

The Commission found that a large part of the obligations to be refunded are not capital charges and should in part at least have been charged to operating expenses or income. Items 3, 5, 7 and 8, amounting to \$441,260.62 should be eliminated on this basis.

Item 2 represented certificates of indebtedness, \$1,100,000, which were issued to refund certificates originally issued in 1884. Neither issue was approved by the Railroad Commission or any state board, there being no state supervision at that date. The amount issued in 1884 was \$1,200,000 at 6 per cent. In 1892, \$100,000 was paid off, and the rate reduced to 5 per cent, and the remaining \$1,100,000 was renewed for twenty years. Interest on these certificates was paid up to and including August 1, 1907, and no interest has been paid since. There was no evidence that any sum representing the certificates was expended for capital purposes. If it were admitted that the certificates when issued represented surplus earnings, it does not follow that the company is entitled to refund such securities.

Item 4 consists of receiver's certificates, \$499,000,— the proceeds of which were not altogether expended for property additions. Some represented replacements, and others were issued in settlement of a running account. Item 6 Claim of the Third Avenue Railway Company, \$1,500,000, was for work done on the construction of the Dry Dock railroad. In this claim there is

no allowance for credits which should have been made as a result of reconstruction work done.

Throughout the entire period, deductions from capital account for retirements of capital were insufficient. The decline in physical property of the company was not reflected in the accounts of the company. In fact, an increase in the accounts is shown. To June 30, 1913, no credits had been made for cars or horses retired. The application contains about \$375,000 for these items which do not exist, and about \$160,000 of receiver's certificates representing replacements. The replacement cost new of the physical property is stated at approximately \$3,000,000 and at \$2,100,000 duplication cost in present condition, as compared with a capitalization of almost \$5,000,000. The overcapitalization under the proposed settlement would probably be at least \$2,000,000.

As to the earnings, it was found that the net income was not now sufficient to pay the interest on the proposed issue of securities, and is declining rather than increasing. There is no reasonable expectation of income in excess of \$85,000 a year, which is not sufficient to pay interest on the proposed new bonds.

The last hearing in the case was held January 23, 1914, at which time the hearing was closed. On February 20th, the applicant was allowed to reopen the case, and submit further evidence largely in the shape of copies of records. The copies of records submitted indicated that the certificates of indebtedness originally issued in 1884 for \$1,200,000 were a scrip dividend, and that the stockholders to whom they were issued did not pay anything for them.

At a meeting of the Commission, March 3, 1914, a motion to adopt an order granting the application was lost by an equally divided vote. On April 28, 1914, an order denying the application was adopted. The applicants thereupon petitioned the Commission for a rehearing under date of May 4, 1914, which was granted, and evidence was introduced by the Commission, compiled principally from the reports originally rendered by the company to the several state regulative bodies, and now contained in the files of the Commission.

On December 11, 1914, an order was adopted denying the application by a unanimous vote of the Commission, thus confirming the order issued on April 28, 1914. Before the close of the year the petitioners had obtained a writ of certiorari for the judicial review of the Commission's action.

THE MID-CROSTOWN APPLICATION

Cases Nos. 1728 and 1714.—Mid-Crosstown Railway Company, Inc.—The application of this company asked for authority to issue capital stock and bonds in such amounts as should be deemed proper by the Commission and that of the Third Avenue Railway Company for consent to purchase such stock and bonds as might be issued and to issue bonds in payment therefor. These applications were in effect a continuation of the application which was denied by the Commission in an order entered November 1, 1912, which was briefly described in the report of that year. The order of November 1, 1912, was confirmed after a rehearing, by an order entered January 21, 1913. In this order the Commission held that the fact of the Mid-Crosstown Company's having been organized and incorporated prior to the enactment of the amendment of the Public Service Commissions Law which became effective April 12, 1912, did not exempt the company from the provisions of the amended law in a proceeding begun subsequent to its enactment, and that under the provisions of the new section of the law it was mandatory that the Commission could not authorize an issue of securities in a reorganization in an amount exceeding the fair valuation of the property involved.

Under the new application, the Commission was asked to pass upon the question as to what amount of stock and bonds could be issued with its approval by the Mid-Crosstown Company, such securities to be delivered to the Bondholders' Committee of the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company, in return for the property of the latter company, acquired by the committee at foreclosure sale. By the terms of the agreement the property was to be turned over free from all liens, charges and claims of every description, all liabilities to be

discharged by the Bondholders' Committee unless waived by the claimants.

As in the preceding application, the matter was decided by the Commission under the provisions of the 1912 amendment to the Public Service Commissions Law. It was necessary to consider the original cost of construction, duplication cost, present condition and earning power at reasonable rates in order to arrive at the fair value of the property, in excess of which the issuance of securities could not be authorized.

On the subject of original cost, no cost records were submitted by the company and no other satisfactory evidence was produced to substantiate the company's valuation of its property, as stated in the prior application. It was held by the Commission that the actual cash cost of the road must be determined, as nearly as possible, and that this must include existing property only. Unsupported entries charging capital accounts, on the books of the company or on the books of a controlling company, cannot be considered as conclusive evidence. Reference is made in the opinion to the decision of the United States Supreme Court in the case of the *Kansas City Southern Railway Company v. the United States et al.*, in which the Court upheld the power of the Interstate Commerce Commission to require that capitalization of improvements or betterments should add to capital account only the original cost of new property, less the cost of replacing the abandoned property with similar new property. The effect of this decision is that only such expenditures can be considered as permanent accretions to investment as are in excess of property worn out and abandoned.

In arriving at the factor of duplication cost the property was appraised by the engineer of the Commission. His estimate of the cost to reproduce new the property owned, whether operated by the company or not, was \$172,045, including allowance for engineering, administration, incidentals, contingencies and contractors' profits. The Commission, in line with previous orders, considering duplication cost to mean the cost of duplicating property as it exists at the time of the appraisal, and not as it might be if it were new throughout, directed the computation of the expired life of the various parts of the road, their probable age,

scrap value and accrued depreciation. In the opinion of the Commission's engineer, the cost to reproduce the tangible property new, less depreciation, was \$122,692, including property owned but not operated by the company.

A point emphasized in the prior opinion was the uncertainty of earning power as a basis for capitalization. In view of past experience and with the best available estimates of future traffic conditions, even with the advantage of operating in connection with a larger system under an arrangement for free transfers, there appeared little probability that after payment of operating charges, including reserves for depreciation and amortization payments, the earnings would be sufficient to pay interest on any amount of bonds. Conservative bankers usually require that interest charges shall not exceed one-half of net earnings after payment of the above mentioned charges. Under the conditions the Commission could not authorize a bond issue.

While recognizing the apparent legal right of the Mid-Crosstown Company to issue securities, at least in the form of capital stock, the Commission again expressed its view that corporations formed merely for the purpose of selling securities to another corporation were frequently detrimental to public welfare, and that, in the present case, the direct purchase of the property itself by the Third Avenue Railway Company would be preferable.

The contention that the Third Avenue Railway Company, in the absence of fraud on the part of its directors, was entitled to pay any price it considered expedient for the acquisition of the securities of the Mid-Crosstown Company, and as a consequence was entitled to issue bonds in the same amount, was held not to be valid. Under such an interpretation the provisions of the Public Service Commissions Law would be almost meaningless and no limit could be placed on values to prevent the purchase by a corporation of property or securities at exorbitant prices.

It was necessary to consider the two cases together, as the application of the Third Avenue Railway Company to issue bonds bearing interest at four per cent was dependent on the disposition of the Mid-Crosstown Company's application.

The orders adopted set forth the opinion that the property of the Mid-Crosstown Railway Company was worth not to exceed

\$150,000, at a fair valuation, and sanctioned the issue of \$150,000 par value of capital stock, upon condition that all the liabilities of the company, of its predecessor, the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company, or of the receiver of the latter company, except such claims as might be waived by the holders thereof, should be paid or assumed by the Bondholders' Committee of the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company. Permission was granted to the Third Avenue Railway Company to acquire the stock so issued and for this purpose to issue bonds bearing interest at four per cent in amount not to exceed \$187,000 face value. Of these bonds and their proceeds, \$150,000 were to be applied to the acquisition of the \$150,000 capital stock of the Mid-Crosstown Railway Company and \$37,000 to expenses of sale and to make up discount, the latter amount to be amortized out of income prior to the maturity of the bonds. Any excess in the price paid by the Third Avenue Railway Company over the amount authorized could not, therefore, be capitalized at the present time or in the future.

The Mid-Crosstown Railway Company, Inc., issued capital stock, as authorized, and on April 17, 1914, the entire amount was purchased by the Third Avenue Railway Company, which began the operation of the road as a subsidiary company on that date. The books of the Mid-Crosstown Railway Company were then opened, in accordance with the direction of the Commission, showing no liabilities (with the exception of a small amount of current charges, payment of which was assumed by the Third Avenue Railroad Company). For the period April 17, 1914, to June 30, 1914, inclusive, the company reported a net corporate loss of \$1,127.30.

AN APPLICATION WITHDRAWN

Case No. 1650.—Manhattan and Queens Traction Corporation.—An application was made by this company for authority to issue \$1,500,000 capital stock, a first mortgage for \$10,000,000 to secure an issue of five per cent bonds and \$1,500,000 bonds under the mortgage. The proceeds were to be used for the acquisition of property and the construction and equipment of a street rail-

road, under a contract with MacArthur Brothers Company, which company had acquired, at receiver's sale, the property and franchises of the South Shore Traction Company. MacArthur Brothers Company caused the organization of the Manhattan and Queens Traction Company, which was incorporated with an authorized capital stock of \$1,000,000. Shares were subscribed to the amount of \$20,000. Under the terms of the contract MacArthur Brothers Company were to make good any deficit in interest on the \$1,500,000 bonds, above net earnings, for a period of three years. In consideration, they were to receive \$1,480,000 par value capital stock and the entire issue of bonds. The contract was vague and its provisions extravagant to a degree which evidenced a single interest in the parties to it.

In the opinion of counsel for the Commission, MacArthur Brothers Company, being a stock corporation but not a railroad, street railroad or electrical corporation, could not legally acquire or hold over ten per cent of the stock of the Manhattan and Queens Company, under Section 54 of the Public Service Commissions Law. Various expedients were suggested by counsel for the company by which this provision of the law could be overcome, such as the issue of the stock to trustees or nominees, to be designated by MacArthur Brothers Company, and the suggestion that the order of the Commission contain a proviso that the stock be issued legally. In the view of the Commission such an order would have added nothing to the strength of the law, and the suggestions indicated an attempt to evade both the letter and spirit of the statute.

The applicants having asked for permission to issue the securities, without regard to the legality of the contract, consideration was given to the question of its reasonableness. The engineer of the company estimated the cost of the property at \$2,625,000, this estimate including fully 50 per cent for intangible items. The company stated that the actual cost was not known, although much of the work was completed. It was proposed to issue the bonds at 75, which, with the stock at par would make up the total of the estimate. The estimate included a profit of \$190,000 to MacArthur Brothers Company, \$450,000 for promoter's profit, and \$150,000 for a fund for development and insurance of

interest. The Commission held that the \$190,000 profit, which was claimed to be part of the cost of franchises, could not be allowed, the law requiring that franchises be capitalized only to the amount actually expended to procure them, that the promoter's profit was improper in the absence of evidence that any amount had been paid for services actually rendered, and that the allowance of the third item would be capitalizing operating expenses. An item of \$150,000 for organization expense, no details or vouchers having been submitted, was considered excessive. The probable cost of tangible items was arrived at with difficulty, owing to the vagueness of the contract. For these the Commission proposed to allow \$1,240,533, including contractor's profit (disallowed on such items as cars, field engineering, interest, etc.). In view of the close relation between the traction company and the construction company, the Commission was of the opinion that the construction contract was not final in determining what securities should be issued, that the company should be required to produce vouchers to show actual and necessary net costs, and that profits, commission, fees, etc., not representing actual payments, should not be capitalized.

The application indicated that the earnings were not expected to suffice for the payment of bond interest for at least three years. If bonds are issued they should not bear interest during the first three years unless earned and the discount should not exceed fifteen per cent. Amortization of this discount and of all property reverting to the city at the end of the franchise should be provided for.

The order adopted February 5, 1914, rested on the basic principle that charges to capital should not be made except for actual and necessary cost. It is improper for a construction company to charge a controlled subsidiary more than cost for work done. Multiplication of companies with interlocking relationships is looked upon with disfavor and should not be allowed to increase cost.

The order provided for the issue of \$765,000 par value of capital stock, no expenditures of proceeds to be made until properly certified vouchers shall have been approved by the Commission. Action on the application for authority to execute a mortgage and

issue bonds was deferred until a copy of the proposed mortgage and a certified copy of the consent of the stockholders should have been filed. On March 10, 1914, formal notice of the withdrawal of the application having been filed, the order of February 5th was abrogated and the proceeding discontinued.

NEW YORK RAILWAYS COMPANY APPLICATION

Case No. 1830.—New York Railways Company.—This case related to an application to issue bonds for the purchase of the outstanding capital stock of the Twenty-third Street Railway Company, 4,305 shares to be purchased immediately and the balance of the 6,000 shares as arrangements can be made, the holder of each \$100 par value of stock to receive \$350 par value of 4 per cent bonds of the New York Railways Company, with adjustment of accrued interest and accrued pro rata dividends.

The Twenty-third Street Railway Company is operated by the New York Railways Company, under lease agreement, the rental being the sum of \$108,000 or 18 per cent on the par value of the stock of the Twenty-third Street Company, in addition to the payment of interest on the lessor's debt, and any sums necessary for maintaining the organization of the lessor. In the past this latter amount has not exceeded \$1,500 per annum. For the last five years the dividend rate of the Twenty-third Street Railway Company has averaged 15.3 per cent, it having been necessary to expend a considerable part of the rentals received to defray expenses of litigation and arrears of franchise taxes. By purchasing all the outstanding capital stock, each share in return for \$350 par value in four per cent bonds, it was estimated that \$24,000 in fixed charges would be saved by the New York Railways Company annually, in addition to about \$1,500 paid for maintenance of organization.

The stock of another company is property, and the proposal to acquire stock and to issue first mortgage bonds in payment comes within the Commission's powers of approval, under the law. In general, the issuance of bonds to purchase stock of another company at a large premium is looked upon with disfavor, as contrary to the public interest. The present case, however, is less objectionable than others favorably considered.

The appraisal of the physical property of the Twenty-third Street Company would indicate no such value as to warrant the large premium offered. If the value exists, it lies in the contract with the New York Railways Company. The market value of the stock ranged from \$250 to \$280 per share, prior to the upset in prices caused by the war. To a proposal before the Commission to pay \$250 to \$280 in cash for each share of stock no objection could be offered on the ground that the price offered was in excess of market value.

The principle that discount upon bonds should be amortized during the life of the bonds is well recognized. It has been uniformly required by the Commission. The applicants contended that their 4 per cent bonds would be issued at par and that any provision for amortization was unnecessary and illegal. It was not disputed, however, that the market value of such bonds had been between 75 and 80. In the opinion of the Commission, neither the contention that a purchaser was not willing to pay \$350 for a share of stock of which the market value was not above \$280 nor the claim that a stock sold on the market for from \$250 to \$280 was in fact worth \$350 could be seriously considered.

The argument that the "investment value" of the stock fixed on a 5 or 5½ per cent basis, would give the stock an actual value of \$327 or \$360 per share is unsound, in the face of the fact that the market value is less, as return on investment is only one factor of market value. The market value of the stock prior to 1907, the date of receivership, is not evidence of present value.

The data placed in evidence as to the earnings of the property of the Twenty-third Street Company as part of the present system have little, if any, relevancy to the question of the value of the stock, inasmuch as the revenue received is limited to 18 per cent while the lease is in force.

The granting of the application as presented, without provision for the amortization of discount on the bonds issued, would establish such a precedent that any company could claim permission to issue bonds for property purchased without providing for discount, on the theory that the property could not be bought for less in bonds and that therefore the bonds would in effect be issued at par.

In the order issued October 30, 1914, the New York Railways Company was authorized to purchase the 6,000 shares of capital stock of the Twenty-third Street Railway Company, and to deliver in exchange \$2,100,000 par value of 4 per cent bonds to the holders of the stock, twenty-two per cent of the face value of all bonds issued to be amortized out of income prior to their maturity. It was provided that all stockholders be notified and the offer of exchange kept open for at least two months. This order was superseded by an amendatory order, under date of November 30, 1914, in which the amount to be amortized was fixed at twenty per cent of the face value of the bonds issued.

TWENTY-THIRD STREET RAILWAY COMPANY'S APPLICATION

Case No. 1584.—Twenty-third Street Railway Co.—On May 27, 1913, an opinion was adopted in this case, but no order was entered at that time as the companies in interest were requested to consider and advise the Commission what provisions should be made to amortize the excess capitalization in conformity with the opinion, which stated that in view of the peculiar facts in the case, the Commission might authorize the bonds, provided an amortization fund were accumulated so that the obligations of the company should be reduced from \$2,500,000 to \$1,400,000. At the request of the counsel for the New York Railways Company, lessee, the case was reopened for argument on December 9, 1913, and on May 28, 1914, the application was granted by a divided vote of the Commission. Commissioner Maltbie filed an opinion setting forth his views in dissenting from the action of the Commission. He stated that under the decision of the Court of Appeals in the Binghamton case, it is incumbent upon the Commission before approving the issue of bonds for the discharge or refunding of obligations, (1) to ascertain the purposes for which the expenditures were made, (2) to determine whether all expenditures represented permanent improvements or replacements of obsolete or worn out property, and (3) to segregate all expenditures for maintenance, renewals and replacements, and to permit the capitalization of only such expenditures as represent permanent improvements. In the previous decision in this case,

the Commission had found that the cost of electrification of the road of the applicant company for which it desired to issue \$1,500,000 of bonds, represented replacements to the extent of \$700,000 or more, and that the appraised value of the entire property of the company amounted to less than \$1,500,000, whereas its total capitalization, including the proposed bond issue, amounted to \$2,500,000. The New York Railways Company consented to provide an amortization fund of \$400,000 within the life of the bonds, and this provision was included in the mortgage approved by the Commission. The opinion stated, however, that this amount was insufficient.

Case No. 1560.—New York Railways Company.—This case involved a rehearing of the order adopted November 1, 1912, which was discussed at some length in the 1912 report. Application to capitalize the entire cost of certain cars bought to replace others was refused by the Commission on the ground that it was financially unsound, contrary to the uniform system of accounts and illegal. The order authorized the capitalization of \$2,800 per car, based on increased seating capacity and increased cost of the new cars. After rehearing, it was held that no new facts were in evidence, that the law of the case was unchanged, and that the position of the Commission, in refusing to capitalize replacements, if correct in 1912, was equally so at the date of the present order.

In the opinion, the decision of the United States Supreme Court in *Kansas City Southern Railway Company v. The United States et al.* is cited. In that case, the requirement of the Interstate Commerce Commission that all cost of replacements must be charged to operating expenses and only the element of betterment added to capitalization, is most clearly upheld. Depreciation cannot be ignored and abandonment is irrefutable evidence of property's depreciation.

Under the decision of the Court of Appeals in the Third Avenue case, it was inferred that the Commission had not the power, under the law as it then stood, to require the New York Railways Company to amortize the difference between the present value of the property taken over in the reorganization of the Metropolitan Street Railway Company and the amount of capital-

ization. The present order is based on the provisions of the uniform system of accounts and requires that the original cost of property withdrawn from service be provided for by other means than capitalization of replacements.

The case of the Kansas City Southern Railway Company, mentioned above, disposes of the contention that such a requirement by the Commission is an unlawful interference with the internal affairs of a corporation. The uniform system of accounts is necessary in order that the Commission can carry into effect the purposes for which it was created, and these purposes will fail unless the accounts of a company, while kept under the uniform system, are also in conformity with actual facts, the form corresponding with the substance.

The present decision does not hold the New York Railways Company responsible for depreciation incurred before the reorganization of the Metropolitan company, but assumes that the property in question was carried at its original cost on the company's books and treats that as the figure at which it is to be replaced. Were the rule otherwise, a corporation, by going through the form of reorganization, could escape providing for depreciation except such as was subsequent to the date of reorganization. By all accepted principles of sound finance the investment in a business must not be impaired by such methods, and reorganized companies are not excepted by law from the rules laid down for all.

CONSOLIDATED GAS COMPANY'S APPLICATION

Cases Nos. 1717, 1718 and 1823.—Consolidated Gas Company, New York Edison Company, Astoria Light, Heat & Power Co.—The Consolidated Gas Company supplies both gas and electricity without competition throughout the Boroughs of Manhattan and The Bronx as well as in a large portion of the Borough of Queens. With the exception of one small company holding a franchise from the former town of Westchester outside of the village of Williamsbridge, there are no gas or electric companies operating in Manhattan or The Bronx that are not owned or controlled by the Consolidated Gas

Company. Although the growth in business, especially in the supply of electricity, was very rapid, the company had made no application to the Commission for authority to issue additional securities until about the middle of the year 1913. During the six years that had elapsed between the enactment of the Public Service Commissions Law, the company had financed new construction and extensions out of earnings or through borrowings on short-term notes. So far as generating plants are concerned, the growth of the company's investment has been chiefly in the comparatively new gas works at Astoria, Long Island City, and the Waterside power houses at East 34th street, Manhattan. The Astoria gas works are nominally owned by the Astoria Light, Heat & Power Company, the entire stock and bonds of which are owned by the Consolidated Gas Company. The legal title of the Waterside power stations is in the New York Edison Company, which conducts business under its own name, although all but an insignificant fraction of its stock is owned by the Consolidated Gas Company.

On July 31, 1913, the New York Edison Company and the Astoria Light, Heat & Power Company made application for authority to issue additional securities to repay advances on construction account made to each of the companies by the Consolidated Gas Company. The Edison Company sought permission to issue \$15,800,000 of capital stock for the discharge or refunding at par of the company's notes of the same amount issued to the Consolidated Gas Company. At the time of the application there were ten notes, the dates of issue of which were between May 11, 1907, and January 14, 1913, but a number of these notes represented renewals of earlier notes. The engineers of the Commission inspected the property installed between January 1, 1907, and June 30, 1913, representing aggregate expenditures of \$23,000,000. In the same period the book records of the company showed property retirements aggregating \$5,181,988, these requirements being based upon estimated cash cost in certain instances where there were no records of original cost available. An approval order was adopted by the Commission on May 4, 1914. Two of the Commissioners voted against the order on the ground that the examination of the property was incomplete and

inadequate and did not give sufficient consideration to the net additions to property over and above the property retirements, on the basis of which the property retired had originally been included in capital account.

The application of the Astoria Company, also filed July 31, 1913, was for permission to issue \$9,500,000 of additional capital stock and \$5,000,000 of 5½ per cent first mortgage bonds, to redeem and retire \$375,000 outstanding 5 per cent bonds, and provide for the discharge of other obligations. A new mortgage was also submitted to the Commission for approval. The records showed that the entire investment in the Astoria plant had been made by the Consolidated Gas Company. The capitalization consisted of \$500,000 capital stock and \$375,000 of bonds, besides 160 notes bearing dates from May 12, 1899, to June 19, 1913, and aggregating \$14,307,301.79. The bonds represented a cash investment of \$75,000 less than the par value of the security, having been taken by the Consolidated company for a cash consideration of \$300,000. An approval order was adopted by the Commission May 4, 1914, after examination had been made of property representing about 70 per cent of the total property investment. Two members of the Commission filed a dissenting opinion, stating their opposition to the order on the ground that a partial examination of the capital expenditures was not sufficient, and also on the ground that at the rate at which the bonds were to be issued (5½ per cent) they could be sold at a premium which would reduce the amount of bonds that it was necessary to issue to obtain the moneys needed. The order of the Commission authorized the issue of \$5,000,000 bonds, of which \$300,000 should be applied to the discharge or refunding of \$375,000 of outstanding bonds, and \$4,700,000, together with the \$9,500,000 of additional capital stock, toward the discharge of the demand notes held by Consolidated Gas Company.

A few days after the adoption of these orders, the Consolidated Gas Company filed an application for authority to issue \$25,000,000 of debenture bonds, which were to be convertible into stock at the option of the holder three years from date of issue or at any interest date subsequent thereto within five years from the date of issue. In order to provide for the conversion, the company

also asked for permission to issue an equal amount of its capital stock to be exchanged at par for the debentures. An approval order was adopted by the Commission December 1, 1914, which provided that the bonds should be sold at par plus accrued interest and that proceeds should be used to discharge \$7,500,000 of notes and to reimburse the treasury for \$17,500,000 of capital expenditures made out of income. The company submitted proof that the \$7,500,000 of proceeds of notes as well as the \$17,500,000 derived from income had been expended in the purchase of the securities of the New York Edison and Astoria Light, Heat & Power companies. The evidence showed that subsequent to the enactment of the Public Service Commissions Law, the gas company had issued a certain amount of its stock in exchange for convertible bonds issued prior to the enactment of the law and there was some question as to the legality of such issue of stock. Upon the motion of Commissioner Maltbie, the Commission voted that the application in the case should be granted and that Counsel to the Commission be instructed to prepare an appropriate order, provided "that in the opinion of the Counsel to the Commission the issuance of stock by the company in pursuance of the convertible debenture bonds issued by it prior to the creation of the Public Service Commission was legal." Commissioner Maltbie also moved that the application be granted to the extent of authorizing the issue of an amount of bonds sufficient to realize \$25,000,000 if the bonds were sold at the market premium at which rights to subscribe thereto were selling, but this motion was lost.

FORMS OF ACCOUNTS, REPORTS, ETC.

A reading of the opinions that have been here abstracted will disclose the prominence in capitalization cases of the subject of replacements. The New York Court of Appeals has ruled in the Binghamton case that the Public Service Commission may not authorize the capitalization of replacements, and the Supreme Court of the United States in the Kansas City Southern case, construing the accounting regulations of the Interstate Commerce Commission, also ruled in effect that the cost of property replaced and also the cost of property abandoned but not replaced is prop-

erly chargeable to income rather than to capital. Unless, however, the records of the companies are in sufficient detail to indicate clearly what has been the cost of property units that are worn out or are obsolete and unserviceable, difficulties will arise in applying the principles laid down by the courts. One of the essential features of the accounting regulations adopted by this Commission in 1908 and prescribed for the use of public utilities in this District was the requirement that the record of property acquired should be kept in such detail as to insure the identification of every unit of property and its cost. This requirement, however, applies only to property acquired after the adoption of the order. In the case of many companies the property accounts up to that time had not been kept in sufficient detail and when any of the property included in "Fixed capital December 31, 1908," goes out of service it becomes necessary to estimate its cost. This involves not merely an estimate of the cash cost but of the amount at which it has been included in the capital account, which formerly was not always identical with cash cost. Hence, notwithstanding the fact that the records of the Commission include a complete inventory and appraisal of a very large proportion of all the property devoted to public uses by the utilities of New York City, there is still difficulty in determining the amount of replacements or retirements that should be deducted before additional capital obligations are authorized for capital expenditures.

It will therefore be seen that something is gained when a company voluntarily accepts the Commission's appraisal of its property and takes the same upon its books, even though the aggregate amount of its tangible property must in consequence be reduced. While corporations organized since 1908 have kept property accounts in detail in accordance with the accounting rules of the Commission, the first company that has offered to rewrite its old capital account (Fixed capital December 31, 1908) is the Brooklyn Borough Gas Co., which operates in Coney Island and the territory immediately to the north. This company obtained authority from the Commission in 1913 to issue \$125,000 of additional stock for permanent improvements. In accordance

with one of the "standard clauses" of the Commission's capitalization orders, the approval order forbade the company to apply any of the proceeds of the stock unless and until it had submitted to the Commission an itemized bill of its proposed expenditures and obtained the Commission's approval of the same. This company had recently constructed a new generating plant and there was some question as to the serviceableness of the old plant, which it held in reserve but did not operate. As a solution of this question and other questions that had arisen earlier in the Commission's investigation of its capitalization or rates, the company agreed to rewrite its capital accounts and to amortize the excess of its liabilities over the valuation of assets adopted by the Commission. The facts in the case are stated in detail in the opinion adopted March 13, 1914, which is as follows:

MALTRIE, Commissioner: The order herewith submitted marks the completion of a matter that has been under discussion for a considerable period. It involves the revision of the capital account of the company and the early amortization of all franchise values and other items not properly chargeable to capital. The Brooklyn Borough Gas Company is the first company under our jurisdiction to adopt the plan voluntarily and to realize that a statement of assets based upon present values of tangible property and the amortization of excessive capitalization will attract investors and stimulate confidence in banking circles. The fact that capital accounts are often mere balancing entries to offset large issues of stocks and bonds has made investors skeptical and inclined to characterize all capital accounts as meaningless or deceptive. The attitude of the Brooklyn Borough Gas Company deserves strong commendation, and it is to be hoped that other companies will follow its example.

The question of the revision of the balance sheet of this company, especially its asset accounts, first arose in connection with the complaint of Baltz and others, against the prices charged for gas within the area supplied by this company. The Commission found (*Baltz v. Brooklyn Borough Gas Co.*, 2 P. S. C. R. [1st Dist. N. Y.] 620) that the capitalization of the company exceeded the fair value of its property, although it was not necessary then to fix the fair value in order to dispose of the complaint, and the exact excess was not established.

About two years later the reasonableness of the gas rates was again attacked by certain consumers, and in the opinion then rendered (*Rates for Gas in 31st Ward of Brooklyn*, 4 P. S. C. R. [1st Dist. N. Y.] 328) the Commission found that the fixed capital account was about \$450,000 in excess of the then fair value of the fixed property.

From time to time, I urged upon the officials of the company the advisability of a revision of its balance sheet, calling attention to the advantages which would accrue to the company, as well as to the public and the Com-

mission, particularly when the company would undertake to finance extensions. When an application was made recently for consent to issue additional stock, I brought the matter up again, and it has now been satisfactorily adjusted. I submit an order making the plan effective.

To understand the full import of the revision to be made, it is necessary to review briefly the history of the company, which is set forth in the two opinions referred to above.

The Brooklyn Borough Gas Company was incorporated in February, 1898, and immediately took over the property and franchises of the Coney Island Fuel Gas & Light Co., which had been incorporated in 1881 and held franchises for the supply of gas in the former Town of Gravesend, embracing Coney Island and the adjacent district to the north now constituting the 31st Ward of the Borough of Brooklyn, with a permanent population according to the last federal census of 29,610. The Coney Island Fuel Gas & Light Co. had outstanding \$160,000 par value of capital stock and \$55,000 of bonds. Its construction account exceeded the sum of the stock and bonds, but the entire investment in the property could not have exceeded \$250,000. In order to acquire this property, the Brooklyn Borough Gas Company issued bonds to the amount of \$240,000 and stock to the amount of \$500,000. Practically the whole issue of stock represented a capitalization of anticipated profits, often called the value of the franchise.

The Brooklyn Borough Gas Company has not paid a dividend upon its stock up to December 31, 1913, but, on the contrary, has devoted all of its surplus income after payment of fixed charges to the building up of the property. The 31st Ward has grown rapidly and there has been a very large increase in the demand for gas during the summer season at Coney Island. To supply the needs of this growing territory, the company has sold \$760,000 face value of bonds, making its total funded debt \$1,000,000.

In 1913 the company expended upon a new gas holder, upon the extension of its mains, and on meters, service pipes, etc., upwards of \$160,000, of which about \$16,000 was taken from its depreciation fund to cover the amount of replacements included in the gross expenditure of \$160,000. Of the remaining \$144,000, the company proposed to use \$19,000 of its earnings and obtain \$125,000 from the sale of additional capital stock. If the issue were approved, the total capital stock would become \$625,000, and the total capitalization as represented by par value of securities \$1,625,000.

The Commission's appraisal of the property as of January 1, 1914, resulted in an estimated cost of reproduction new of slightly more than \$1,500,000, and of a duplication cost, after the deduction of accrued depreciation, of \$1,345,000. Taking into account working capital, the whole property investment was only about \$300,000 less than the nominal capitalization, and a large part represented superseded plant. The old works might have been regarded as a reserve plant so long as the new works were not in complete and successful operation, but when that time arrived the old works served no purpose other than room for storage of supplies. Its value aside from the value of the land was virtually *nil*, and the company agreed that it was improper to carry the original cost of the old plant as an asset.

After considerable discussion as to details, the company agreed to undertake a complete revision of its asset accounts and to write off the excess

of capitalization over present value by the continued investment of surplus earnings in additional property within the next few years.

The plan is as follows: As of January 1, 1914, the company is to reduce its fixed capital (or property investment) account from \$1,773,100 to \$1,344,752, the appraised value as found by the Commission's engineers after the deduction of depreciation. Of the entire reduction, amounting to \$428,428, the company is to charge off to surplus immediately \$178,428. The remaining \$250,000 will be carried as a suspense account on its balance sheet under the title of "Franchise and other intangible assets in process of amortization." Each year it will reserve from its earnings over and above the reservation for depreciation 5 cents for each M. cu. ft. of gas sold, and the amount thus reserved will be invested in the necessary extensions and additions to its plant and distribution system, so that in the course of eight or ten years there will be physical property substituted for the intangible asset, and there will have been established a parity between the structural value and the nominal capitalization of the company.

One advantage of the revision from the point of view of the Commission lies in the establishment of a permanent record of the retirement value of every unit of the company's property. One of the greatest difficulties that has arisen in connection with the supervision of the capitalization and rates of public service corporations has been found to be the absence or inadequacy of the records of the cost of property. This difficulty does not exist in the case of corporations that have come into existence since the creation of the Commission and the regulation of accounting methods by the Commission. The system of accounts which the Commission has prescribed makes suitable provision for the recording of the cost of all property purchased with the proceeds of the sale of stocks, bonds, or other securities, so that when a car, an engine, a boiler, a gas main or a meter is abandoned or retired from service, it will be possible to deduct from the capital account the amount which was added to capital at the time of the purchase of such unit. Only in this way is it possible to preserve the parity between property and capitalization, and where the companies have no itemized record of the cost of the different units of property, there is almost certain to be disagreement as to the amount that should be deducted from capital account when property is abandoned or replaced. So far as the Brooklyn Borough Gas Co. is concerned, the company and the Commission have now agreed upon a detailed inventory and appraisal covering the amount at which every unit of property stands in the capital account. This inventory or appraisal can easily be kept up to date so that an investigation as to the rates or prices charged for gas can be made very expeditiously. The company on its part will be able to present to banking houses and investors a balance sheet virtually approved by the Public Service Commission.

Attention should be called to the fact, lest the situation be misunderstood, that the company is to take the funds needed for amortization from the fair return allowed upon the fair value of the property in the rate case. The Commission's order does not increase directly or indirectly the prices which might otherwise be charged for gas. The amortization fund comes from the company's share in the enterprise.

Case No. 1818.— Use of Reserve Funds.— A formal proceeding was held to determine whether the New York Railways Company had acted in contravention of the Uniform System of Accounts for Street and Electric Railways when it reduced its reserve for accidents and damages in the sum of \$33,984.67, and transferred the same to surplus account. The company stated that the action had been taken in consequence of expert advice that the reserve which it had been maintaining by charges to operating expenses was excessive. The Commission, however, held that the accounting regulations prohibited the withdrawal of any moneys from the reserve until the liabilities for which the reserve had been created were extinguished or at least definitely ascertained. The provisions of the company's mortgage, moreover, seemed to be in harmony with the Commission's requirements. The Commission thereupon ordered the company to restore to its reserve for injury and damage claims the amount which it had deducted therefrom in accordance with its proposed adjustment.

In connection with the question of injury and damage claims, which constitute so large a part of the operating expenses of the street railways of New York City, it may be noted that a complete revision of the form of annual report for street railways was made in 1914 for the first time in three years. The new form calls for additional information on the subject of accident claims and amounts paid in settlement thereof, which must be reported in such form as will disclose the aggregate amount of disbursements, immediate or deferred, that arise out of the accidents occurring in each half year.

APPLICATIONS FOR CERTIFICATES OF CONVENIENCE AND NECESSITY

In Case No. 1284, the Brooklyn and Jamaica Bay Railway Company applied to the Commission for a certificate of public convenience and necessity (see report for 1913). The proof in the case at the end of the year 1913 had not been completed. During the year 1914, no additional proof was submitted by the company, December 28, 1914, the Commission addressed a letter to

the company's counsel, stating that a final disposition of the matter had been withheld in order to afford the company an opportunity to present additional proof, which was deemed necessary for a determination of the matter; also that the delay in the case had been entirely on the part of the applicant and for an unwarranted length of time. Accordingly the company was informed that the case would be placed on the calendar of the Commission for immediate disposition. Under date of December 30, 1914, the counsel to the company replied that the delay could not injure anyone, and asked that the Commission grant him further indulgence, promising to take the matter up during the year 1915. The Commission at the close of this year had the request under advisement.

In Case No. 1786, the Degnon Terminal Railroad Corporation applied to the Commission by a petition dated December 31, 1913, for a certificate of public convenience and necessity for the construction of a double track railroad, commencing at a point on the westerly side of Pearson street, about twelve feet southerly from the southerly side of Meadow street, and running thence in an easterly direction and parallel to Meadow street and to Nott avenue, and generally distant twelve feet southerly therefrom, to the westerly side of Mount street. A hearing was held on the application, and on January 27, 1914, the Commission by resolution adopted an order, directing that the certificate be granted.

APPLICATIONS FOR APPROVAL OF EXERCISE OF FRANCHISES AND RIGHTS

Cases Nos. 1573 and 1859.—Long Island Railroad Company.—In Case No. 1573 the Long Island Railroad Company, as lessee of the New York, Brooklyn and Manhattan Beach Railway Company, applied to the Commission by petition dated October 15, 1912, pursuant to Section 53 of the Public Service Commissions Law, for its approval to exercise rights, privileges and franchises to carry out certain construction work and improvements on that part of the New York, Brooklyn and Manhattan Beach Railway between the Brooklyn and Queens borough line and Fresh Pond

junction. This case was heard together with Rapid Transit Case No. 3041, that case being the application of the New York Connecting Railroad Company for a modification of a certificate issued by the Board of Rapid Transit Railroad Commissioners. The two cases related practically to the same subject. The Long Island Railroad Company in its application proposed to elevate its two existing main line tracks and to construct two additional main line tracks. The Connecting company in its application proposed to abandon a portion of its route and to substitute therefor the route of the Long Island company as reconstructed. Numerous hearings were held in 1913 and also during the past year. The case is still pending.

In Case No. 1859 the Commission approved by order dated September 11, 1914, the exercise of the franchise granted the company by the City to construct and operate a side track across Borden avenue and along a portion of Fox street, Long Island City. The Commission also determined in this case that such track might be constructed at grade across Borden avenue and the tracks of the New York and Queens County Railway Company therein.

Case No. 1843.—Degnon Terminal Railroad Corporation.—This was an application for approval of the Commission to the exercise of rights and franchises for the construction and operation of a railroad over portions of Pearson street, Anable avenue, Creek street, Orton street, Manly street, Nott avenue, Davis street and Mount street. July 10, 1914, a hearing was held in the matter and on July 16, 1914, the Commission adopted an order granting its approval.

APPLICATIONS FOR CERTIFICATES OF ABANDONMENT OF ROUTES

In Case No. 1640 the Central Crosstown Railroad Company of New York made application to the Commission in 1913 for a certificate of abandonment of a portion of its railroad in 17th and 18th streets between Broadway and Avenue A. The Commission granted the company such certificate, but on condition that it should proceed at once to take up and remove the tracks abandoned and restore the surface of the streets and complete the work

within three months from the date of the order, the work of the removal of tracks to be done at the expense of the company. The company petitioned the Commission for a rehearing in the case and the same was held February 10, 1914. The company submitted at this rehearing a contract with the City which provided that in lieu of taking up the rails at once the company was to pay the City a lump sum of \$10,000 as its contribution to the future repavement of the streets; also to remove the tracks at its expense in the future when the City authorities decided to repave. The Commission in view of this satisfactory arrangement with the City officials adopted, February 27, 1914, an order modifying the original order granting the certificate of abandonment by omitting the conditions enumerated therein.

Case No. 1863.—Long Island Electric Railway Company.—This was a case in which the Long Island Electric Railway Company applied to the Commission for its approval of the abandonment of a portion of its route in Liberty avenue westerly from the Rockaway plank road to the division line between the boroughs of Queens and Brooklyn. The Commission denied the application by order adopted November 17, 1914.

Case No. 1862.—New York Railways Company.—This was an application for the abandonment of a portion of the New York Railways Company's route along Smith street, James slip and New Chambers street. The Commission after holding a hearing in the matter granted the application by order dated September 22, 1914, on condition that the company should proceed at once at its own expense to remove the tracks abandoned and properly restore the surface of the street. It also stipulated that the work was to be completed within three months from the date of the order, the order to take effect as soon as accepted by the company and the acceptance of the company to be made on or before October 3, 1914. The company has obtained several extensions of time in which to notify the Commission whether it will accept the terms and conditions of the order since the same was adopted, the last extending the time to January 5, 1915. At the close of the year the company had not accepted the certificate.

In Case No. 1894 the New York and Queens County Railway Company applied to the Commission for its approval of the abandonment of its franchise to construct and operate a railway in Flushing avenue between Ehret and Jackson avenues and other streets in Queens Borough. The application proved to be defective and the Commission refused to consider it until the company showed that the declaration of abandonment had been approved by stockholders and directors, as provided by the Railroad Law. The company was notified by letter dated December 14, 1914, of the defects in its application, and was advised to file an amended one. At the close of the year it had not filed such application.

APPLICATIONS FOR THE APPROVAL OF LEASES AND CONTRACTS

Cases Nos. 1639 and 1793.—New York Railways Company and Central Crosstown Railroad Company of New York.—In Case No. 1639 the New York Railways Company and Central Crosstown Railroad Company of New York made application to the Commission for its approval of a temporary operating agreement or lease, for the operation by the New York company of a portion of the Crosstown company's railroad (see Report of 1913). February 3, 1914, the Commission adopted an order discontinuing the proceeding. It was thought advisable at the time not to take any action in respect to this application pending the disposition of the Crosstown company's application for an abandonment of the portion of its route described in Case 1640.

In Case No. 1793 the New York Railways Company and Central Crosstown Railroad Company of New York applied to the Commission for its approval of an operating agreement whereby the New York company was to acquire the right to operate the property of the Crosstown company for a period of one year from January 1, 1914. The Commission after holding a hearing on February 19, 1914, in the matter adopted an order, April 7, 1914, approving the agreement as of January 1, 1914.

In Case No. 1710 the New York Municipal Railway Corporation made application to the Commission for its approval of twelve agreements which had to do with the beginning of temporary operation and the making up of accounts under Contract No. 4

dated March, 1913, between the City of New York and the company (see Report of 1913). March 14, 1914, the Counsel to the Commission advised that for the present the Commission take no formal action in the matter. He stated that the agreements in question did not permit the Commission to terminate them at any time, and for the City's interest under Contract No. 4 such provision should be embodied in each agreement. He further stated that the Commission by withholding its approval of these agreements could terminate them at any future time by disapproving them. This was for all practical purposes, he thought, equivalent to putting that privilege in the agreements. At the close of the year no formal action by the Commission had been taken.

In Case No. 1712 the New York Consolidated Railroad Company and the South Brooklyn Railway Company applied to the Commission by petition verified July 30, 1913, for its approval of an agreement leasing two portions of the Sea Beach line of the Consolidated company to the South Brooklyn Railway Company, and in consideration therefor that company granting to the Consolidated Railroad Company trackage rights over a certain portion of its line. At the close of the year 1913 the Commission had not approved the agreement, and during the year 1914 took no formal action in the matter.

In Case No. 1803 the Pennsylvania Tunnel and Terminal Railroad Company applied to the Commission for its approval of an agreement with the Pennsylvania Railroad Company for the operation of its railroad and appurtenances by that company as agents, from the first day of March, 1914, until the first day of March, 1915. The Commission approved the agreement March 3, 1914. No hearings were held in the matter, as it was not deemed necessary, the terms of this agreement being identical with the terms of similar agreements providing for this operation previously approved by the Commission.

In Case No. 1834 the Long Island Railroad Company and the Pennsylvania Tunnel and Terminal Railroad Company made joint application for the Commission's approval of a further extension of an agreement dated June 24, 1912, between the Pennsylvania

Tunnel and Terminal Railroad Company, the Pennsylvania Railroad Company (operating as agent for the Pennsylvania Tunnel and Terminal Railroad Company) and the Long Island Railroad Company. This agreement granted the last-named company trackage rights between the Sunnyside Yard, Long Island City, and the Pennsylvania station, Borough of Manhattan, and the use of such station and yard. October 18, 1912, the Commission approved the original agreement for the definite term of one year from July 1, 1912, and on June 17, 1913, for a definite term of one year from July 1, 1913. The Commission granted its approval of this application June 23, 1914, without holding hearings in the matter, as it was deemed unnecessary to do so, this extension not differing in terms from the previous extensions approved by the Commission. The Commission in its order of approval stipulated, however, that if the agreement should continue after July 1, 1916, or if the terms of compensation were changed at any time prior to that date, then in that case the plan of arrangement should be again submitted for approval.

Case No. 1860 was the application of the Marine Railway Company for the approval of a supplemental contract dated July 16, 1914, modifying a contract dated June 25, 1913, between the Marine Railway Company and the Long Island Railroad Company, and for permission to construct and use certain connecting tracks that would provide better transportation facilities to the public between Sheepshead Bay and Manhattan Beach. The supplemental contract permitted the Marine Railway Company to cease using a certain portion of the tracks of the Long Island Railroad Company from the Manhattan Beach station to the Sheepshead Bay station as provided for in the original contract. The Commission by order dated July 31, 1914, approved the agreement and granted the permission.

In Case No. 1897 the Third Avenue Bridge Company, the Third Avenue Railway Company, the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company and the Belt Line Railway Corporation applied to the Commission for its approval of a proposed contract between these companies, for the

operation of cars by the Third Avenue Bridge Company over the tracks of the Third Avenue Railway Company in Third avenue between 59th and 60th streets, and over the tracks of the Belt Line Railway Corporation in 59th street between Third avenue and a point about 50 feet east of the easterly side of Second avenue, and by such other companies as the Third Avenue Bridge Company should from time to time authorize to use its tracks; and also providing for the operation of cars by the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company over the entire franchise route of the Third Avenue Bridge Company and over the tracks of the Third Avenue Railway Company in Third avenue between 42d street and 60th street, and providing for compensation for the use of such tracks. Hearings were held in respect to the case and closed December 24, 1914. At the close of the year no further action had been taken by the Commission.

DOUBLE-TRACKING AND EXTENDING TRACKS OF RAILROAD COMPANIES

Case No. 1601.—Double-tracking.—In Case No. 1601 the Commission, upon its own motion, directed that a hearing be held in respect to double-tracking the Castleton Avenue or Brighton Heights line of the Richmond Light and Railroad Company. An order in the case was adopted which required the company to double track its entire Castleton Avenue or Brighton Heights line between St. George, New Brighton and Broadway, West New Brighton; the work to be begun not later than June 1, 1913, and to be completed and the road put in operation not later than November 1, 1913. The company, in 1913, made application for a rehearing of the case, which the Commission granted. March 21, 1913, Commissioner Cram, who had conducted the rehearing, recommended that no change be made in the original order. Thereupon the Commission denied the company's application for abrogation of the original order and confirmed it in all its particulars. The company again presented a petition for a rehearing in respect to the two orders adopted. The Commission denied this application and adopted a formal order to that effect June 6, 1913. The company then obtained a writ of certiorari to review the

testimony and orders in the case. March 24, 1914, the company having failed to comply with the Commission's orders, counsel to the Commission was directed to proceed in court to the enforcement thereof. At the close of the year the certiorari proceeding and the Commission's proceeding to enforce its orders were pending.

Cases Nos. 1768 and 1799.—Double-tracking.—In Case No. 1768 the Commission, upon its own motion investigated the advisability of directing the Long Island Electric Railway Company to double-track its railroad on New York avenue from South street to Oak street, Borough of Queens. After a hearing was held in respect to the matter it was decided that no advantage would result from double-tracking the railroad for the short distance described. The proceeding was therefore discontinued February 17, 1914, not upon the merits of the case, but to enable the Commission to adopt a resolution directing a hearing sufficiently comprehensive to admit the consideration of the question as to whether the line should be double-tracked from South street as far as Hook Creek, instead of only as far as Oak street.

Case No. 1799 is the continuation of the matter described in Case No. 1768. June 12, 1914, the Commission adopted an order directing the Company to double-track its railroad in New York avenue between South street and Farmer's avenue, Borough of Queens, the work between South street and Oak street to be done immediately, or coincidentally with the paving of that portion of New York avenue soon to be begun by the City of New York, and the remainder within eighteen months from and after July 1, 1914; provided, however, that if the actual work of paving New York avenue on this portion of the route or any part thereof shall be undertaken by the City prior to the expiration of eighteen months as stated, then and in that event the additional tracks should be laid down coincidentally with such paving. The Company accepted the order June 26, 1914.

Case No. 1675.—Extending Tracks.—In Case No. 1675, the Commission, upon its own motion, directed a hearing in respect to requiring the Richmond Light and Railroad Company to extend its railroad from Bullshead to Linoleumville, and from Bullshead

to Springville. Numerous hearings were held and considerable testimony taken. It developed that there was some doubt as to the company's franchise obligation to extend its railroad to the points in question. The company having indicated its refusal to extend its line, the Commission at the close of the year directed its counsel to commence mandamus or injunction proceedings to compel the construction of the railroad to the two points stated.

Case No. 1726.—Extending Tracks.—In Case No. 1726, the Commission upon its own motion, September 2, 1913, directed a hearing in the matter of extending the street surface railroad of the New York and Queens County Railway Company on Flushing avenue or the Astoria and Flushing turnpike, between Ehret and Jackson avenues, Borough of Queens. Numerous hearings were held in this matter, after which an opinion was submitted by Commissioner Cram, recommending that the company be required to complete the construction of its tracks as described in the order directing the hearing. The matter was submitted to the Commissioners at their meeting, January 6, 1914, and a vote taken to adopt Commissioner Cram's opinion, but the same was lost. Later, and on January 9, 1914, Commissioner Maltbie submitted an opinion which agreed with Commissioner Cram's opinion and concurred in his conclusion. April 24, 1914, the Commission, by resolution, adopted an order discontinuing this proceeding. July 30, 1914, a petition was submitted to the Commission for a rehearing in the case, and the same was directed to be held on September 11, 1914. Considerable testimony was taken in connection with the hearing. It was decided that the extension should be constructed in accordance with the provisions of the franchise. The company not having indicated that it would commence this construction, the Commission adopted an order directing its counsel to proceed in the Supreme Court against the company pursuant to Section 57 of the Public Service Commissions Law, to compel it to do so.

Case No. 1809.—Extending Tracks.—In Case No. 1809, the Commission, upon its own motion, on March 20, 1914, directed a hearing with respect to requiring the New York Railways Company to extend its tracks and service on West 34th street, between

Tenth avenue and the North river. Several hearings were held in the case, and on May 28, 1914, Commissioner Maltbie submitted an opinion recommending that if the company continued to refuse to extend its tracks and service in 34th street, the counsel should be directed to apply for a writ of mandamus to compel such construction and operation. This opinion the Commission adopted, together with a proposed form of communication to the company, enclosing a copy of the opinion, and inquiring as to whether the proposed extension would be constructed promptly and put in operation as soon as completed, without further action by the Commission. The company in a communication addressed to the Commission, dated June 9, 1914, stated that it was willing to install an extension of its southerly tracks on 34th street between 10th and 11th avenues, and a crossover from the northerly track to the southerly track just east of 11th avenue, so as to establish a switchback point for the cars at that location, and that it would also send a portion of the 34th Street crosstown cars westward on the present northerly track, which was equipped for electric operation, as far as 12th avenue. This arrangement the Commission accepted and such service was put in operation September 1, 1914. No further action was deemed necessary in this case, so on October 6, 1914, the Commission adopted an order discontinuing the proceeding.

MISCELLANEOUS APPLICATIONS

Case No. 1647.—Extension of Route.—In this case the Fifth Avenue Coach Company made application to the Commission by petitions dated February 24, 1913, January 21, 1914, and March 21, 1914, for its approval of extensions of route pursuant to Section 23 of the Transportation Corporations Law, upon Seventh and other avenues and streets in the Borough of Manhattan. At the close of the year the Commission had taken no formal action on the case.

Case No. 1782.—Change of Motive Power.—In this case the Dry Dock, East Broadway and Battery Railroad Company by its receiver, Frederick W. Whitridge, applied to the Commission by petition dated December 30, 1913, pursuant to Section 53 of the Public Service Commissions Law and Section 180 of the Railroad

Law for permission to change the motive power of its railroad in Canal street east of the Bowery. February 20, 1914, the Commission by order granted the application.

Case No. 1766.—Application for Approval of Merger Agreement.—In this case the Third Avenue Railway Company and the Kingsbridge Railway Company made application to the Commission for approval of a joint agreement dated October 30, 1913, providing for the merger and consolidation of the two companies. December 1, 1913, the Counsel to the Commission advised that in his opinion the agreement did not effect a consolidation such as was described in the application. A hearing was held in the matter and on February 6, 1914, Commissioner Eustis submitted an opinion recommending that the application be denied for the reasons that the companies had not proceeded in accordance with the provisions of Section 141 and 142 of the Railroad Law, which prescribes the steps to be taken in order to effect a consolidation. The Commission thereupon directed that the application be denied.

Case No. 1844.—Application for Determination of Manner of Crossing Streets.—In this case the Degnon Terminal Railroad Corporation by petition verified June 24, 1914, applied to the Commission, pursuant to Section 89 of the Railroad Law, for its determination of the manner of crossing with its tracks the following streets: Pearson, Anable avenue, Creek, Orton, Manly, Nott, Davis and Mount, all in the Borough of Queens. The testimony taken at the hearings developed that it was impracticable for the Company to construct its tracks across the streets enumerated otherwise than at grade. The Commission, therefore, by resolution adopted July 16, 1914, determined that the tracks might be constructed at grade.

MISCELLANEOUS APPLICATIONS

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1864.	CENTRAL RAILROAD CO. OF NEW JERSEY.—Switching of trolley cars at and near 3d avenue and 133d street, The Bronx.	August 21, September 11, 1914. Orders permitting service without publication and filing of tariff schedule.
1616.	NEW YORK MUNICIPAL RAILWAY CORPORATION.—Application for approval of contract with Brooklyn Rapid Transit Co. and for purchase by Brooklyn Rapid Transit Co. of bonds of petitioner.	Matter pending, undetermined.

APPLICATIONS AS TO GRADE CROSSINGS

1382.	NEW YORK & HARLEM RAILROAD Co.—Application of City of New York for determination of grade of Gun Hill Road to be widened across company's tracks.	January 23, 1914. Opinion and order discontinuing proceeding for lack of jurisdiction.
1405.	NEW YORK & HARLEM RAILROAD Co.—Application of City of New York for determination of grade of East 160th street in The Bronx, to be widened across company's tracks.	June 2, July 9, October 9, 20, November 20, 1914. Resolutions approving plans and estimates of work.
1431.	LONG ISLAND RAILROAD Co.—Application of City of New York for determination of grade of Jamaica avenue to be opened across company's tracks.	April 24, 1914. Resolution authorizing certificate of performance of work.
1475.	NEW YORK CENTRAL & HUDSON RIVER RAILROAD Co.—Application of City of New York for determination of grade of Exterior street to be opened across tracks of Spuyten Duyvil & Port Morris Railroad Co.	February 24, June 12, September 29, December 29, 1914. Resolutions approving plans, bids, estimates and other details of work.
1769.	NEW YORK CONSOLIDATED RAILROAD Co.—Application of City of New York for determination of grade of President street, Brooklyn, to be opened across company's tracks.	January 23, 1914. Order determining method of crossing by a bridge over the railroad tracks. July 31, 1914. Order abrogating order of January 23, 1914.
1826.	LONG ISLAND RAILROAD Co.—Application of City of New York for determination of grade of Ziegler avenue, Borough of Queens, to be opened across tracks of North Side division.	August 21, 1914. Order discontinuing proceeding.

In addition to the foregoing, the Commission had before it during the year the following formal cases. The orders in these cases, as well as in those treated above, will be found in Appendix A of this volume.

CASES ON COMPLAINT

FACILITIES, SERVICE AND EQUIPMENT

1582.	INTERBOROUGH RAPID TRANSIT Co.—Complaint of John Claflin et al. as to construction of new station at 38th street and Sixth avenue on Sixth Avenue elevated line.	February 6, 1914. Communication to Borough President as to use of sidewalk vault for construction purposes. February 10, 1914. Notification of opening of station on January 31, 1914. February 27, 1914. Submission of plan for stairway support.
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CASES ON COMPLAINT — (*Continued*)

FACILITIES, SERVICE AND EQUIPMENT — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1599.	JAY STREET CONNECTING RAILROAD.—Complaint of E. W. Briscoe as to failure to furnish railroad service.	February 24, 1914. Second order denying application for rehearing as to order of May 18, 1913, directing company to complete construction of, and to operate, certain portions of its railroad.
1661.	NEW YORK EDISON CO.—Complaint of Frankel Brothers as to regulations for breakdown or auxiliary service.	April 17, 1914. Resolution authorizing consent to discontinuance of certiorari proceedings brought by complainant.
1729.	NEW YORK EDISON CO.—Complaint of C. Perceval, Inc., as to refusal to furnish electric service connection.	February 27, 1914. Order dismissing complaint. March 3, 1914. Opinion filed by Commissioner Maltbie. March 20, 1914. Order denying application for rehearing. April 7, 1914. Presentation of writ of certiorari to review determination. November 6, 1914. Order pursuant to determination of Appellate Division directing cancellation of contract provisions as to using exclusive service of N. Y. Edison Co. November 13, 1914. Opinion approved. December 1, 1914. Order denying application for rehearing.
1757.	LONG ISLAND RAILROAD CO.—Complaint of Jamaica Station Association as to train service and station facilities at Union Hall Street station.	January 16, 1914. Opinion and final order directing rearrangement of local train schedule so as to provide for additional stops at Union Hall Street station, to construct on the west-bound platform of Union Hall Street station suitable toilet facilities and to make changes of stations and station platforms for operation and stopping of additional trains at stations. January 30, March 8, 1914. Orders extending time for complying with provision as to stopping certain trains at Union Hall Street station. March 10, 1914. Order amending final order of January 16, 1914.
1775.	NEW YORK EDISON CO.—Complaint of Sharp & Co. as to installation of prepayment meters.	January 23, 1914. Order dismissing complaint.
1791.	LONG ISLAND RAILROAD CO.—Complaint of William E. Jordan, President of West End Citizens' League, as to shelter facilities at Brooklyn Manor station, Rockaway Beach division.	January 27, 1914. Order directing satisfaction of or answer to complaint. December 29, 1914. Order discontinuing proceeding upon satisfaction of complaint.
1804.	CENTRAL UNION GAS CO.—Complaint of Ostro Construction Co. as to supply of gas ranges.	April 3, 1914. Order discontinuing proceeding, complaint having been withdrawn.
1817.	LONG ISLAND RAILROAD CO.—Complaint of Progress Society of the Rockaways as to construction of buildings on station plaza at Far Rockaway, for private use.	Hearings held and closed. Matter pending, undetermined.
1824.	NEW YORK RAILWAYS CO.—Complaint of Central Mercantile Association as to condition of cars on Sixth avenue, Seventh avenue and 14th street surface lines.	June 16, 1914. Opinion and order discontinuing proceeding.

CASES ON COMPLAINT — (*Continued*)FACILITIES, SERVICE AND EQUIPMENT — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1825.	INTERBOROUGH RAPID TRANSIT Co. and MANHATTAN RAILWAY Co.—Complaint of Central Mercantile Association as to condition of stations on Sixth Avenue elevated line.	June 16, 1914. Opinion and order discontinuing proceeding.
1857.	NEW YORK EDISON Co.—Complaint of Acker, Merrill & Condit Co. as to refusal to furnish auxiliary service.	Hearings held and continuing.
1873.	BROOKLYN, QUEENS COUNTY & N'YURBAN RAILROAD Co.—Complaint of Highbridge Taxpayers' Association as to through service from Ridgewood terminal to Jamaica.	Hearings held and closed. Matter pending, undetermined.

RATES OR TRANSFERS

1273.	KINGS COUNTY LIGHTING Co.—Complaint of John C. Mayhew et al. as to rate for gas in Thirtieth ward, Brooklyn.	After decision by court reversing Commission's determination. Hearings held and continuing.
1395.	NEW YORK EDISON Co.—Complaint of Geo. Stadtlander et al. as to rates for electricity in Manhattan and Bronx.	Further hearing held and closed. Matter pending, undetermined.
1492.	NEW YORK EDISON Co.—Complaint of Julius Ewoldt et al. as to rates for electricity in Manhattan and Bronx.	Further hearing held and closed. Matter pending, undetermined.
1540.	EDISON ELECTRIC ILLUMINATING Co. or BROOKLYN.—Complaint of Albert Morits et al. as to rate for electricity in Brooklyn.	Hearings held and continuing.
1541.	FLATBUSH GAS Co.—Complaint of Samuel G. Malers et al. as to rate for electricity in Brooklyn.	Hearings held and closed. Matter pending, undetermined.
1610.	NEWTOWN GAS Co.—Complaint of A. Herrmann et al. as to rate for gas in Second ward, Borough of Queens.	Hearings held and continuing.
1629.	NEW YORK EDISON Co.—Complaint of Saks & Co. as to discrimination in charges for electric current.	February 6, 1914. Opinion and order after rehearing, confirming order of April 1, 1913, which directed cancellation of special rate for current to premises upon which substation is located.
1638.	UNITED ELECTRIC LIGHT & POWER Co.—Complaint of Alonso B. Kight as to refusal to extend conjunctive service rate.	January 16, 1914. Resolution extending time for cancellation of certain contract riders.
1787.	WOODHAVEN GAS LIGHT Co.—Complaint of Albert C. Schwars et al. as to rate for gas in Fourth ward, Borough of Queens.	Hearings held and continuing.
1708.	UNITED ELECTRIC LIGHT & POWER Co.—Complaint of electrical inspection and audit corporation in behalf of Marshall P. Wilder as to Rider 28, relating to tenants' submeters.	Hearings held and closed. Matter pending, undetermined.

CASES ON COMPLAINT — (*Continued*)

RATES OR TRANSFERS — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1871.	NASSAU ELECTRIC RAILROAD CO.; NEW YORK CONSOLIDATED RAILROAD CO. and CONEY ISLAND & BROOKLYN RAILROAD CO.—Complaint of Prospect Park West Civic Association as to change of 5-cent fare point to and from Coney Island and transfers from Fifth Avenue elevated line to surface lines.	September 22, 1914. Order directing satisfaction of, or answer to, complaint. September 30, 1914. Answer by companies taking issue with complaint.

CASES ON MOTION OF THE COMMISSION

FACILITIES, SERVICE AND EQUIPMENT

1047.	STREET RAILROAD CORPORATIONS IN MANHATTAN AND THE BRONX.—Fenders and wheelguards.	July 31, 1914. Resolution permitting equipment of low level cars on 3d Avenue Ry. Co., with projecting fenders. December 8, 1914. Resolution approving modified type of wheelguard for single-truck battery cars of 3d Av. Ry. Co.
1048.	STREET RAILROAD CORPORATIONS IN BROOKLYN AND QUEENS.—Fenders and wheelguards.	February 5, 1914. Amendatory order directing N. Y. Consolidated R. R. Co., Nassau Elec. R. R. Co., Coney Island & Gravesend Ry. Co., Bklyn. Queens Co. & Suburban R. R. Co., Bklyn. Heights R. R. Co. and South Bklyn. Ry. Co. to equip street railroad cars with wheelguards, and, within a defined territory, with fenders. February 17, 1914. Order extending time of N. Y. Consolidated R. R. Co. and allied companies for acceptance of amendatory order. July 31, 1914. Order extending time of N. Y. Consolidated R. R. Co. and allied companies for compliance with order as to fenders.
1100.	ELECTRICAL CORPORATIONS.—Certification of meters.	January 16, 1914, June 2, August 21 and October 20, 1914. Amendatory resolution certifying additional types of meters as conforming to specification adopted by Commission.
1184.	MANHATTAN & QUEENS TRACTION CORPORATION.—Fenders and wheelguards.	May 15, 1914. Resolution approving type of fender for sprinkler equipment.
1190.	INTERBOROUGH RAPID TRANSIT Co.—Operation of subway side door cars.	January 16, 1914. Order discontinuing rehearing as to final order with regard to the opening of side doors of cars on side door trains at stations on subway lines.
1291.	INTERBOROUGH RAPID TRANSIT Co.—Service on subway line.	December 18, 1914. Resolution authorizing court proceedings on account of violations of Commission's order as to service.
1292.	NEW YORK CENTRAL & HUDSON RIVER RAILROAD Co.—Operation of freight trains on 11th avenue.	February 17, 24, March 3, 10, 1914. Order temporarily suspending final order which restricted operation of freight trains by company on 11th avenue.

CASES ON MOTION OF THE COMMISSION — (*Continued*)FACILITIES, SERVICE AND EQUIPMENT — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1801.	RAILROAD CORPORATIONS.— Inspection and testing of steam locomotive boilers.	February 27, 1914. Order extending time of East River Terminal R. R. Co. for removing boiler flues from certain engine. October 6, 1914. Order extending time of Baltimore & Ohio R. R. Co. for removing boiler flues from certain engine.
1869.	STREET RAILROAD CORPORATIONS.— Brakes on surface cars.	March 13, 1914. Order extending time of Long Island Elec. Ry. Co. for equipping double-truck surface cars weighing over 25,000 lbs. with power brakes and geared hand brakes.
1870.	STREET RAILROAD CORPORATIONS.— Folding steps on closed surface cars and standard height for steps.	April 28, 1914. Order extending time of Ocean Elec. Ry. Co. to reconstruct open cars so that car steps should not exceed 15 inches in height.
1411.	INTERBOROUGH RAPID TRANSIT Co.—Escalators at 155th street and Eighth avenue "L" station.	December 29, 1914. Order discontinuing proceeding in view of improvement provided by certificate granted May 22, 1914, to Manhattan Ry. Co., owner of railroad, for structural changes.
1426.	STREET RAILROAD CORPORATIONS.— Heating, heating regulations and ventilation in closed passenger cars.	February 6, March 31, 1914. Extension order as to N. Y. Rys. Co., N. Y. & Queens County Ry. Co., Long Island Elec. Ry. Co. and N. Y. & Long Island Traction Co. to comply with ventilating regulations, based on continued investigation and experimentation by companies.
1488.	BROOKLYN HEIGHTS RAILROAD Co.; BROOKLYN, QUEENS COUNTY & SUBURBAN RAILROAD Co.; CONEY ISLAND & GRAVESEND RAILWAY Co.; NASSAU ELECTRIC RAILROAD Co.; SOUTH BROOKLYN RAILWAY Co. and BRIDGE OPERATING Co.—Additional cars and service.	Further hearings held and closed. Matter pending, undetermined, except as to final order "A" of January 26, 1912, requiring acquisition of certain number of new cars.
1441.	NEW YORK & QUEENS COUNTY RAILWAY Co. et al.—Automatic electric block signals on single track lines.	January 13, 1914. Order amending final order as to N. Y. & Queens County Ry. Co. so as to require automatic electric block signals on Flushing and Jamaica line only. May 1, 1914. Order extending time of Richmond Light & E. R. Co. and Staten Island Ry. Co. to equip lines with signals. June 5, 1914. Order extending time of Long Island Elec. Ry. Co. and N. Y. & Long Island Traction Co. for equipping lines with signals and denying application of Long Island Elec. Ry. Co. and the N. Y. & Long Island Traction Co. for abrogation of final order as to those companies. September 29, 1914, and October 28, 1914. Orders extending time of N. Y. & Queens County Ry. Co. for equipping lines with signals.

CASES ON MOTION OF THE COMMISSION — (Continued)

FACILITIES, SERVICE AND EQUIPMENT — (Continued)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1451.	ELECTRICAL CORPORATIONS.—Certification of attachment to electric current energy meters and standard form of report on test.	January 23, 1914. Resolution denying application of Edison Elec. Illuminating Co. of Brooklyn, for extension of period for which by resolution adopted January 21 and August 10, 1913, the Commission approved certain contact making meter of Chicago Elec. Meter Co. as to attachment to certain types of meters. February 17, 1914. Amendatory resolution approving a certain combination of devices of maxicator and contactor for use in certain types of energy meters. June 16, 1914. Resolution extending to July 1, 1915, approval resolution of July 15, 1913, of certain combinations of devices for use in connection with certain types of meters.
1454.	NEW YORK CONSOLIDATED RAILROAD CO.; SOUTH BROOKLYN RAILWAY CO. and NASSAU ELECTRIC RAILROAD CO.—Toilet facilities on stations on elevated lines.	Further hearings held and closed. Matter pending, undetermined.
1481.	INTERBOROUGH RAPID TRANSIT CO.—Platforms, stairways, bulkheads and signs at stations on elevated lines.	January 30, September 11, 1914. Orders extending time for complying with provision of final order relating to widening of platform on northbound side of 9th Street station on 3d Ave. Elev. line.
1505.	NEW YORK CONSOLIDATED RAILROAD CO.; NASSAU ELECTRIC RAILROAD CO. and SOUTH BROOKLYN RAILWAY CO.—Destination signs on cars in service on elevated lines.	July 30, 1914. Final order. August 21, 1914. Order extending time for compliance with original order of July 30, 1914. September 15, 1914. Order modifying final order of July 30, 1914, and directing that all cars equipped with line and destination signs and every motor car should display proper line and destination signs and all trains operated should display proper dash destination signs except certain short lines.
1510.	NEW YORK & QUEENS COUNTY RAILWAY CO.—Service and rolling equipment.	July 30, 1914. Order discontinuing proceeding in view of other proceeding covering all lines of company.
1524.	ELECTRIC LIGHT CORPORATIONS.—Regulations as to testing electric meters.	January 6, 1914. Order extending time of Queens Borough Gas & Elec. Co. to comply with certain provisions as to testing meters. July 9, 1914. Amending order extending period between tests of certain sizes of meters. July 23, 1914. Order extending time of Richmond Light & R. R. Co. within which to comply with provision as to testing certain meters.
1536.	LONG ISLAND RAILROAD CO.—Operation of wooden trailer cars on trains.	February 6, 1914. Order after rehearing prohibiting after certain periods the operation of wooden cars in multiple unit trains made up in part of steel cars. December 11, 1914. Order denying application for modification of order after rehearing.

CASES ON MOTION OF THE COMMISSION — (*Continued*)FACILITIES, SERVICE AND EQUIPMENT — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1544.	LONG ISLAND RAILROAD Co.—Service, equipment and stations on Atlantic Avenue and Rockaway Beach divisions.	December 29, 1914. Order discontinuing proceeding in view of Case 1891.
1579.	GAS CORPORATIONS IN BOROUGH OF QUEENS.—Gas pressure regulations.	November 6, 1914. Order permitting temporary discontinuance of certain gas pressure gauge of Queens Borough Gas & Elec. Co.
1608.	BROOKLYN HEIGHTS RAILROAD Co.—Service on Bay Ridge Avenue line.	July 30, 1914. Order discontinuing proceeding.
1627.	INTERBOROUGH RAPID TRANSIT Co.—New station at 99th street and Columbus avenue on Ninth Avenue elevated line.	January 30, July 1, November 6, 1914. Order extending time for completing station.
1628.	CORPORATIONS SUBJECT TO JURISDICTION OF COMMISSION.—Safeguarding employees from injury by high tension electric light apparatus.	January 13, 1914. Order amending final order. February 3, 10, April 3, July 1, September 11, 1914. Orders extending time of Richmond Light and R. R. Co., Staten Island Midland Ry. Co., N. Y. Rys. Co., and Queens Borough Gas & Elec. Co. for complying with certain provisions of order of January 13, 1914.
1637.	LONG ISLAND RAILROAD Co.—Construction of new station at or near intersection of main line on Jamaica avenue, Borough of Queens.	Matter pending, undetermined.
1674.	FIFTH AVENUE COACH Co.—Operation of motor buses to announce destination points and to terminal of routes.	January 9, 1914. Order discontinuing proceeding in view of improvements.
1689.	RAILROAD CORPORATIONS, STREET RAILROAD CORPORATIONS and COMMON CARRIERS.—Smoking on passenger cars and stations.	May 1, 1914. Order suspending final order prohibiting smoking for a period of six months, from May 1, 1914, so far as it affected convertible cars operated by the Third Av. Ry. Co. and allied companies in Manhattan; smoking to be permitted only on three rear cross seats. June 16, 1914. Similar order as to Bklyn. Heights R. R. Co. and allied companies of B. R. T. system, smoking to be permitted also on longitudinal seats at rear of car and not more than four rear cross seats. July 30, 1914. Application of Interborough R. T. Co. and N. Y. Rys. Co. for exception from prohibition of stations of 3d Av. Elev. line and portions of low level centre entrance cars and upon elevated cars, considered.
1693.	INTERBOROUGH RAPID TRANSIT Co.; NEW YORK CONSOLIDATED RAILROAD Co.; NASSAU ELECTRIC RAILROAD Co. and SOUTH BROOKLYN RAILWAY Co.—Standing of passengers on rear platforms of end cars of trains.	July 23, 1914. Order directing N. Y. Consolidated R. R. Co., Nassau Elec. R. R. Co. and South Bklyn. Ry. Co. to provide guards on rear platforms of elevated trains during specified hours. August 21, 1914. Order extending time for accepting order of July 23, 1914. Rehearings held and closed. Matter pending, undetermined.

CASES ON MOTION OF THE COMMISSION — (*Continued*)FACILITIES, SERVICE AND EQUIPMENT — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1706.	NEW YORK CONSOLIDATED RAILROAD CO.; NASSAU ELECTRIC RAILROAD CO.—Service on Sea Beach and West End lines.	January 27, April 8, May 7, June 12, 1914. Orders extending time for compliance with provisions of Final Order A, of December 26, 1913, as to shelter house on Sea Beach line at Fort Hamilton parkway and canopy for westbound or northbound platform at 62d street and New Utrecht avenue. December 18, 1914. Resolution referred to counsel with direction to commence court proceedings on account of violation of Commission's order as to service.
1713.	BROOKLYN HEIGHTS RAILROAD CO.—Service on Putnam Avenue line.	July 30, 1914. Order discontinuing proceeding in view of improvements.
1725.	NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.—Protection of employees from contact with overhead electrical equipment.	April 3, 1914. Order modifying order of December 19, 1913, so as to change in certain details the provisions for the protection of employees working on tops of cars and locomotives.
1726.	NEW YORK & QUEENS COUNTY RAILWAY CO.—Extension of street railroads on Flushing avenue between Ehret avenue and Jackson avenue, Borough of Queens.	January 6, 9, 1914. Opinions filed by Commissioners Cram and Maitble. April 24, 1914. Order discontinuing proceeding.
1727.	LONG ISLAND RAILROAD CO.—Construction of new local station on old Southern division at South street, Jamaica.	December 8, 1914. Opinion by Commissioner Williams and resolution directing counsel to commence appropriate proceeding to compel construction of extension.
1736.	LONG ISLAND RAILROAD CO.—Investigation of train collision on Whitestone branch.	July 30, 1914. Final order directing construction of station by November 1, 1914. December 11, 1914. Order after rehearing confirming final order and extending time for construction to March 31, 1915.
1737.	WOODHAVEN GAS LIGHT CO.—Extension of gas mains in Aqueduct, Howard Estates and Ramblersville, Borough of Queens.	April 8, 1914. Order amending order of November 21, 1913, and directing installation of manually operated, electrically controlled block signal system on Whitestone branch between "J. C." tower and Bridge street, Flushing, with complete staff system between Bridge street, Flushing, and Whitestone Landing.
1744.	NASSAU ELECTRIC RAILROAD CO. and BROOKLYN HEIGHTS RAILROAD CO.—Service on Vanderbilt Avenue and 16th Avenue lines.	February 3, 1914. Opinion and order discontinuing proceeding in view of determination adverse to proposed extension.
1745.	LONG ISLAND ELECTRIC RAILWAY CO.—Roadbed and tracks on Far Rockaway division.	April 24, 1914. Order directing operation of number of cars to provide number of seats equal to number of passengers, excepting on week days between rush hour periods in direction of traffic, when cars should be operated in accordance with specified schedule. May 7, 15, 1914. Orders extending time for compliance with order of April 24, 1914. October 20, 1914. Order denying application for abrogation of order of April 24, 1914, or for granting of a rehearing. May 15, 1914. Order directing improvement to tracks and maintenance of tracks in improved condition.

CASES ON MOTION OF THE COMMISSION — (*Continued*)FACILITIES, SERVICE AND EQUIPMENT — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1746.	STREET RAILROAD CORPORATIONS.— Brakes and brakeshoes on street surface cars, for mitigating noise.	September 11, 1914. Order extending time of N. Y. Ry. Co., N. Y. & Queens County Ry. Co., N. Y. & Long Island Traction Co. and Long Island Elec. Ry. Co. for submission of type of brake shoe.
		September 29, 1914. Resolutions approving type of brake shoe submitted by Bklyn Heights R. R. Co., Nassau Elec. R. R. Co., N. Y. Consolidated R. R. Co., Bklyn, Queens County & Suburban R. R. Co., South Bklyn Ry. Co., Coney Island & Bklyn R. R. Co., Coney Island & Gravesend Ry. Co., Bridge Operating Co., Manhattan & Queens Traction Co., and Third Av. Ry. Co. and allied companies.
1753.	LONG ISLAND RAILROAD Co.— Service on lines of railroad from and to Long Island City and on 34th Street-Long Island City Ferry line.	February 6, 1914. Opinion and order discontinuing proceeding in view of improvements.
1754.	LONG ISLAND RAILROAD Co.— Station approaches to Jamaica station.	March 17, 1914. Resolution directing counsel to commence appropriate action for enforcement of final order directing construction of suitable approach to Jamaica station from north and south sides at Foley avenue end of station.
		March 31, 1914. Report of counsel as to progress of work.
		April 7, 1914. Order extending time for construction of approach provided temporary approach in use be maintained and car or trains operated over the track crossing Foley avenue near Archer place be properly flagged.
1755.	RICHMOND LIGHT & RAILROAD Co.— Improvements in and additions to electric plant.	January 23, 1914. Opinion and discontinuance order.
		November 13, 1914. Order directing company to make various additions and improvements to power station at Livingston, S. I.
		November 24, December 16, 1914. Orders extending time for acceptance of order of November 13, 1914.
1759.	UNION RAILWAY CO. OF NEW YORK CITY; NEW YORK CITY INTERBOROUGH RAILWAY Co.; SOUTHERN BOULEVARD RAILROAD Co. and BRONX TRACTION Co.— Service and equipment.	February 6, 1914. Opinion and order discontinuing proceeding in view of improvements in service.
1760.	STATEN ISLAND MIDLAND RAILWAY Co.— Service on Port Richmond-Midland Beach line.	March 27, 1914. Order directing operation from April 1, 1914, between Richmond road and Midland Beach of cars on 30-minute headway and of continuance of service in winter as well as in summer.
1763.	NEW YORK STEAM Co.— Improvements in methods and property.	July 23, 1914. Opinion and order directing replacement of 58,986 feet of steam main of brick trench type with mains of modern tile construction.
		July 30, 1914. Order extending time for acceptance of order of July 23, 1914.
		December 31, 1914. Opinion and order after rehearing requiring replacement of mains at rate of 10,000 feet per year.

CASES ON MOTION OF THE COMMISSION — (*Continued*)

FACILITIES, SERVICE AND EQUIPMENT — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1764.	LONG ISLAND RAILROAD Co.—Additional cars in electrical operation.	Matter pending, undetermined.
1771.	NEW YORK CONSOLIDATED RAILROAD Co.—Changes of stairway facilities of Flatbush Avenue station on Fulton Street elevated line.	February 10, 1914. Order extending time for completing and opening of new stairway on north side of Fulton street.
1772.	STATEN ISLAND MIDLAND RY. Co. and RICHMOND LIGHT & RAILROAD Co.—Additional cars and service.	Hearings held and continuing.
1774.	NEW YORK & QUEENS COUNTY RAILWAY Co.—Regulations, practices and service on Flushing and Jamaica line.	February 20, 1914. Order discontinuing proceeding.
1777.	NEW YORK CONSOLIDATED RAILROAD Co.; NASSAU ELECTRIC RAILROAD Co. and SOUTH BROOKLYN RAILWAY Co.—Service to and across Brooklyn bridge.	Hearings held and closed. Matter pending, undetermined.
1781.	NEW YORK CONSOLIDATED RAILROAD Co.—New station at Cumberland street and Myrtle avenue on Myrtle Avenue elevated line, Brooklyn.	March 20, 1914. Opinion and order after rehearing confirming order of December 31, 1913, for construction of new station. July 30, 1914. Communication from Co. and reply in regard to inclusion of cost of construction in "Cost of Reconstruction of Existing Railroads" under Dual Subway Contract No. 4. October 20, December 8, 1914. Orders extending time for construction of station.
1783.	MANHATTAN & QUEENS TRACTION CORPORATION.—Additions and repairs to rolling equipment.	January 9, 1914. Order directing cessation of operation of existing equipment and overhauling and repairing of same before recommencing operation, and directing maintenance of equipment in good condition until supplanted by new cars. March 13, 1914. Order denying application for rescission of order of January 9, 1914.
1784.	INTERBOROUGH RAPID TRANSIT Co.—Operation of through trains of Third Avenue elevated line to and from Harlem river to Willis Avenue station.	February 3, 1914. Opinion and order discontinuing proceeding.
1785.	NASSAU ELECTRIC RAILROAD Co.; BROOKLYN HEIGHTS RAILROAD Co. and BROOKLYN, QUEENS COUNTY & SUBURBAN RAILROAD Co.—Service on street surface railroad lines.	November 10, 1914. Order discontinuing proceeding in view of pendency of Case 1880.
1788.	NEW YORK RAILWAYS Co.—Service on Eighth Avenue, Sixth Avenue and Christopher Street lines.	May 28, 1914. Order discontinuing proceeding in view of improvements.
1789.	ELECTRICAL CORPORATIONS; RAILROAD CORPORATIONS AND STREET RAILROAD CORPORATIONS.—Marking structures for carrying overhead wires and pillars for support of overhead tracks.	March 6, 1914. Order directing companies to mark structures for support of overhead tracks with identification of ownership and to number the same.

CASES ON MOTION OF THE COMMISSION — (*Continued*)FACILITIES, SERVICE AND EQUIPMENT — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1790.	INTERBOROUGH RAPID TRANSIT Co.— Station facilities at 149th Street station on subway and elevated lines.	February 6, 1914. Opinion and order discontinuing proceeding. May 12, 15, June 5, 1914. Correspondence with Grand Jury of Bronx County as to conditions at station. June 2, 1914. Resolution approving plan of alteration on elevated station showing proposed temporary exit stairway to street in widening of northbound exit platform.
1794.	BROOKLYN HEIGHTS RAILROAD Co.— Service on Flatbush Avenue line.	November 10, 1914. Order discontinuing proceeding in view of proceeding in Case No. 1880.
1796.	SOUTH BROOKLYN RAILWAY Co. and NEW YORK CONSOLIDATED RAILROAD Co.— Service on Norton's Point line and extension of Brighton Beach and Culver lines from Culver depot to Sea Gate.	Hearings held and closed. Matter pending determination of questions relating to Rapid Transit Railroad construction.
1799.	LONG ISLAND ELECTRIC RAILWAY Co.— Double-tracking road on New York avenue and Rockaway turnpike between South street and Hook creek, Borough of Queens.	June 12, 1914. Order directing construction of additional tracks to provide complete double track on New York avenue between South street and Farmers avenue, in the Borough of Queens, immediately or coincidentally with paving to be begun by City, and on New York avenue between Oak street and Farmers avenue within 18 months from July 1, 1914. June 23, 1914. Order extending time for acceptance.
1806.	GAS CORPORATIONS.— Regulations and practices as to consumers' deposits.	Hearing held and closed. Matter pending, undetermined.
1808.	NEW YORK CONSOLIDATED RAILROAD Co.; NASSAU ELECTRIC RAILROAD Co. and SOUTH BROOKLYN RAILWAY Co.— Service on Bay Ridge, West End, Culver, Brighton Beach, Fulton Street, Myrtle Avenue, Lexington Avenue, Broadway-Canarsie and Broadway-Cypress Hills lines.	July 9, 1914. Order "A" directing stopping of trains of Broadway-Canarsie line at New Lots station, Livonia Avenue station and Sutter Avenue station.
1809.	NEW YORK RAILWAYS Co. and 34TH STREET CROSSTOWN Co.— Extension of tracks and service on West 34th Street crosstown line between 10th avenue and North river.	May 28, 1914. Opinion and communication to company requiring extension of double track underground electric road on West 34th street to a point about 150 feet west of easterly building line of 12th avenue, Manhattan. June 23, 1914 and September 22, 1914. Correspondence with company. October 6, 1914. Order discontinuing proceeding in view of construction of extension to 34th Street pier.
1812.	STREET RAILROAD CORPORATIONS.— Return of fares or issuance of emergency or block tickets.	July 30, 1914. Opinion and order directing issuance of block ticket good till end of second day, when cars were delayed 15 successive minutes or more and passengers were not carried to destination by transfer or rerouting of cars. August 21, 1914. Order extending time of N. Y. Rys. Co., N. Y. & Queens County Ry. Co., N. Y. & Long Island Traction Co., Long Island Elec. Ry. Co., Bklyn & North River Ry. Co. and Ocean Elec. Ry. Co. for acceptance of order.

CASES ON MOTION OF THE COMMISSION — (Continued)

FACILITIES, SERVICE AND EQUIPMENT — (Continued)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1813.	PELHAM PARK & CITY ISLAND RAILWAY Co., Inc.—Question of further operation of monorail system.	April 14, 1914. Order discontinuing proceeding.
1814.	NASSAU ELECTRIC RAILROAD Co. and BROOKLYN, QUEENS COUNTY & SUB-URBAN RAILROAD Co.—Failure to stop cars at Broadway and Rodney street, Brooklyn.	April 21, 1914. Order directing stopping of eastbound and westbound cars on Ralph-Rockaway Avenue line at Broadway and Rodney street, and eastbound and westbound cars on Broadway, Reid Avenue, Sumner and Wyckoff Avenue lines at the same point.
1815.	LONG ISLAND RAILROAD Co.—Train service on North Side division.	May 7, 1914. Order directing increase in passenger service by addition of train leaving Pennsylvania terminal at about 12:30 A. M., and stopping at all stations on North Side division.
1819.	NORTHERN UNION GAS Co.; CENTRAL UNION GAS Co. and WESTCHESTER LIGHTING Co.—Supply of gas for buildings on premises within 100 feet of mains.	June 23, 1914. Opinion and order discontinuing proceeding in view of satisfaction of complaint.
1821.	42D STREET, MANHATTANVILLE & ST. NICHOLAS AVENUE RAILWAY Co.—Service on Broadway branch, 110th Street Crosstown and 10th Avenue branch lines.	May 27, 1914. Order discontinuing proceeding after improvement to service.
1832.	INTERBOROUGH RAPID TRANSIT Co.—Proposed new station at 120th street and Eighth avenue.	December 18, 1914. Order discontinuing proceeding in view of disapproval of location of station.
1846.	NEW YORK RAILWAYS Co.—Service on Eighth Street Crosstown line.	October 27, 1914. Order discontinuing proceeding in view of improvements to service.
1847.	NEW YORK CONSOLIDATED RAILROAD Co.—Service on Brighton Beach elevated line.	August 21, 1914. Order directing operation on Brighton Beach line daily except Sundays and holidays to Park Row station, three of the trains to be operated to Fulton ferry station and to pass Franklin avenue station between 7:45 A. M. and 8:30 A. M.
1848.	NEW YORK AND QUEENS COUNTY RAILWAY Co.—Service and equipment.	November 20, 1914. Order directing company to operate on all lines a number of cars sufficient to furnish seats for all passengers except during certain periods when cars are to be operated upon a specified schedule. December 4, 1914. Order extending time for acceptance of order of November 20, 1914.
1849.	NEW YORK & LONG ISLAND TRACTION Co.—Sprinkling of streets with water.	July 30, 1914. Order directing company to comply with franchise provisions regarding sprinkling of streets on which company operated cars. August, 21, 1914. Order modifying order to July 30, 1914, permitting sprinkling of streets with oil.
1850.	NEW YORK CONSOLIDATED RAILROAD Co.; NASSAU ELECTRIC RAILROAD Co. and SOUTH BROOKLYN RAILWAY Co.—Saturday, Sunday and holiday service on Bay Ridge, West End, Culver, Brighton Beach, Fulton Street, Myrtle Avenue, Lexington Avenue, Broadway-Canarsie and Broadway-Cypress Hills elevated lines.	December 29, 1914. Order discontinuing proceeding in view of Case 1852.

CASES ON MOTION OF THE COMMISSION — (*Continued*)FACILITIES, SERVICE AND EQUIPMENT — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1855.	BROOKLYN HEIGHTS RAILROAD Co.—Proposed through route from Greenpoint to Borough of Manhattan over Williamsburg bridge.	Hearings held and closed. Matter pending, undetermined.
1856.	NEW YORK & QUEENS GAS Co.—Extension of gas mains to Douglaston and Little Neck, Borough of Queens.	November 10, 1914. Opinion by Commissioner Maltbie. December 1, 1914. Motion to postpone proceeding pending canvass of prospective customers.
1858.	LONG ISLAND RAILROAD Co. and NEW YORK & ROCKAWAY BEACH RAILWAY Co.—Construction of footpath along trestle on Rockaway Beach division.	Hearings held and closed. Matter pending, undetermined.
1861.	INTERBOROUGH RAPID TRANSIT Co.—Widening of platforms at 23d Street station on Third Avenue elevated line.	October 9, 1914. Order directing widening of platforms at stations so as to be not less than 10 feet wide and clear except near northerly end of southbound platform.
1868.	BROOKLYN HEIGHTS RAILROAD Co.—Failure to stop cars at Cortelyou road on 16th Avenue line.	November 17, 1914. Order directing Company, from and including September 10th, to and including May 30th, in each year, to stop westbound cars on the 16th Avenue line at Cortelyou road and Gravesend avenue.
1874.	LONG ISLAND RAILROAD Co.—Installation of emergency lighting system in Atlantic Avenue tunnels.	October 27, 1914. Order directing installation of emergency lighting system. December 11, 1914. Resolution approving plan of system.
1875.	NORTHERN UNION GAS Co. and CENTRAL UNION GAS Co.—Replacement of prepayment gas meters with gas meters of standard type.	October 30, 1914. Opinion concluding that companies were obliged to replace prepayment meters with standard type meters without charge, and communications to companies. December 31, 1914. Resolution directing counsel to commence court proceedings to compel replacement of meters.
1876.	LONG ISLAND RAILROAD Co.—Relocation of third rail equipment on elevated portions of Atlantic Avenue division.	October 30, 1914. Order requiring relocation of third rail on portions of elevated structure. November 17, 1914. Order amending order of October 30, 1914. December 11, 1914. Resolution approving plan of relocation.
1877.	NEW YORK CONSOLIDATED RAILROAD Co.—Stairway facilities at Broadway ferry station on Broadway elevated line.	October 27, 1914. Order directing company to repair and open for use stairway from northeasterly end of mezzanine gallery to the northerly side of Broadway at Broadway ferry station. December 8, 1914. Order extending time for completion of work. December 22, 1914. Order denying application for rehearing.
1878.	LONG ISLAND RAILROAD Co.—Operation of steam locomotives in tunnels on Atlantic Avenue division.	Hearings held and closed. Matter pending, undetermined.
1879.	NEW YORK, NEW HAVEN & HARTFORD RAILROAD Co.—Service on Harlem River branch between Harlem River station and City Island (Bartow).	December 11, 1914. Order discontinuing proceeding in view of improvements to service.

CASES ON MOTION OF THE COMMISSION — (*Continued*)

FACILITIES, SERVICE AND EQUIPMENT — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1880.	BROOKLYN HEIGHTS RAILROAD Co.; BROOKLYN, QUEENS COUNTY & SUB-URBAN RAILROAD Co.; CONEY ISLAND & GRAVESEND RAILWAY Co.; CONEY ISLAND & BROOKLYN RAILROAD Co. and NASSAU ELECTRIC RAILROAD Co.—Service on street surface railroads.	Hearings held and continuing.
1882.	NEW YORK CONSOLIDATED RAILROAD Co.; NASSAU ELECTRIC RAILROAD Co. and SOUTH BROOKLYN RAILWAY Co.—Service and equipment on elevated lines.	Hearings held and continuing.
1884.	NEW YORK CONSOLIDATED RAILROAD Co.—Services and facilities at stations on Centre Street Loop.	Hearings held and continuing.
1885.	NEW YORK RAILWAYS Co.—Re-routing direction of cars of Madison Street line operating on Chambers and Duane streets, Manhattan.	Hearings held and closed. Matter pending, undetermined.
1886.	INTERBOROUGH RAPID TRANSIT Co.—Replacement of subway cars of wooden construction by cars of steel construction and transportation and storage of inflammable material on subway lines.	Hearings held and continuing.
1888.	BROOKLYN HEIGHTS RAILROAD Co.—Storing of cars on Manhattan avenue and Box street, Brooklyn.	Hearings held and closed. Company agreed to make desired improvement.
1891.	LONG ISLAND RAILROAD Co.—Service and equipment on lines within First District.	Hearings held and closed. Matter pending, undetermined.
1892.	INTERBOROUGH RAPID TRANSIT Co.—Service on subway to Brooklyn during non-rush hours.	Hearings held and closed. Matter pending, undetermined.
1893.	THIRD AVENUE RAILWAY Co. and 42D STREET, MANHATTANVILLE & ST. NICHOLAS AVENUE RAILWAY Co.—Improvement in street surface railroad tracks.	Hearings held and continuing.
1895.	RICHMOND LIGHT & RAILROAD Co.—Distribution system for light, heat and power.	Hearings held and continuing.
1896.	INTERBOROUGH RAPID TRANSIT Co.—Investigation of train collision on Ninth Avenue elevated line near 116th Street station on December 9, 1914, and improvements in regulations, practices, equipment, tracks and stations on elevated lines.	Hearings held and closed. Matter pending, undetermined.

CASES ON MOTION OF THE COMMISSION — (*Continued*)

RATES OR TRANSFERS

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1364.	STREET RAILROAD CORPORATIONS IN MANHATTAN.—Rates of fare on connecting or intersecting lines.	July 30, 1914. Order discontinuing proceeding, supplemental to order of October 29, 1912, directing through routes and joint rates.
1375.	NEW YORK CONSOLIDATED RAILROAD CO.; SOUTH BROOKLYN RAILWAY CO.; NASSAU ELECTRIC RAILROAD CO.; BROOKLYN HEIGHTS RAILROAD CO. and BROOKLYN, QUEENS COUNTY & SUBURBAN RAILROAD CO.—Fares to and from Coney Island.	February 10, 1914. Order discontinuing proceeding upon rehearing in view of extension of privilege under commutation rate to and from Coney Island.
1538.	NASSAU ELECTRIC RAILROAD CO. and BROOKLYN HEIGHTS RAILROAD CO.—Exchange of transfers.	July 30, 1914. Order discontinuing proceeding in view of order in Case No. 1801 providing for transfers.
1646.	NASSAU ELECTRIC RAILROAD CO. and BROOKLYN HEIGHTS RAILROAD CO.—Transfers between Bergen Street line and 16th Avenue and Greenpoint lines and between Vanderbilt Avenue and Gates Avenue lines.	July 30, 1914. Order discontinuing proceeding in view of order in Case No. 1801 directing transfers.
1688.	CONEY ISLAND & BROOKLYN RAILROAD CO.; BROOKLYN HEIGHTS RAILROAD CO.; CONEY ISLAND & GRAVESEND RAILWAY CO.; BROOKLYN, QUEENS COUNTY & SUBURBAN RAILROAD CO.; NASSAU ELECTRIC RAILROAD CO. and NEW YORK CONSOLIDATED RAILROAD CO.—Through routes and joint rates on street railroad lines in Boroughs of Brooklyn and Queens.	November 13, 1914. Order discontinuing proceeding in view of order in Case No. 1801 as to transfers.
1724.	ADAMS EXPRESS Co.—Rates between Sheepshead Bay and Brighton Beach, Brooklyn.	July 31, 1914. Order discontinuing proceeding for lack of jurisdiction.
1730.	NEW YORK CENTRAL & HUDSON RIVER RAILROAD Co.—Facilities and charges for checking packages at Grand Central station.	Matter pending, undetermined, in view of proceedings in court to adjudicate jurisdiction of Commission in the matter.
1750.	NEW YORK CONSOLIDATED RAILROAD CO. and LONG ISLAND RAILROAD Co.—Passenger rates on Rockaway Beach line.	July 31, 1914. Order fixing passenger fare over line via Chestnut street junction between Rockaway Park and points west of Chestnut street junction, in either direction, at not exceeding 16 cents, whether passengers are provided with tickets or not.
		August 21, 1914. Order extending order of July 31, 1914.
		August 21, 1914. Order denying application of companies for rehearing.
1792.	UNION RAILWAY CO. OF NEW YORK CITY; THIRD AVENUE RAILWAY CO. and 42D STREET, MANHATTANVILLE & ST. NICHOLAS AVENUE RAILWAY Co.—Exemption from exchange of transfers on 125th street and other streets, Manhattan.	February 6, 1914.—Opinion and communication to Board of Estimate and Apportionment stating that if Union Ry. Co. present a formal application after obtaining the franchise from the city, application for which was pending before that board for street railroad extensions to connect company's Bronx lines with Willis avenue bridge and to extend service over Willis avenue bridge to 125th street and on 125th street, favorable action would be taken by the Commission to exempt company from the obligation to exchange transfers with 42d Street, Manhattanville and St. Nicholas Av. Ry. Co. at certain intersecting points on 125th street and other points in Manhattan.

CASES ON MOTION OF THE COMMISSION — (*Continued*)

RATES OR TRANSFERS — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1800.	UNITED ELECTRIC LIGHT & POWER Co.—Charges and regulations for electric service with special reference to proposed contract riders Nos. 20 and 28.	Hearings held and closed. Matter pending, undetermined.
1801.	CONY ISLAND & BROOKLYN RAILROAD Co.; CONY ISLAND & GRAVESEND RAILWAY Co.; BROOKLYN, QUEENS COUNTY & SUBURBAN RAILROAD Co.; NASSAU ELECTRIC RAILROAD Co. and BROOKLYN HEIGHTS RAILROAD Co.—Rates of fare and transfers.	March 17, 1914. Order directing inauguration of system of transfers. March 27, 1914. Amendatory order correcting certain particulars of order of March 17, 1914. May 1, 1914. Order extending time for compliance with order as to transfers.
1807.	WOODHAVEN GAS LIGHT Co.; RICHMOND HILL & QUEENS COUNTY GAS LIGHT Co. and JAMAICA GAS LIGHT Co.—Rates for gas in the Fourth ward, Borough of Queens.	Hearings held and continuing.
1820.	NEW YORK RAILWAYS Co. and BELT LINE RAILWAY CORPORATION.—Service and transfers on 28d Street Crosstown, Ninth Avenue, Broadway-Columbus, Broadway-Amsterdam and 59th Street Crosstown lines.	May 26, 1914. Order directing N. Y. Rys. Co. and Belt Line Ry. Corp'n. to provide transfers of passengers from 9th Avenue line in connection with Broadway-Columbus Avenue line, Broadway-Amsterdam Avenue line and 6th and Amsterdam Avenue line of N. Y. Rys. Co. to 59th street. Crosstown line of Belt Line Ry. Corp'n. vice versa, and from 9th Avenue line in connection with Broadway-Columbus Avenue line, Broadway-Amsterdam Avenue line and 6th and Amsterdam Avenue and 59th Street Crosstown line, and retransfer northbound to Madison Avenue or Lexington Avenue line of N. Y. Rys. Co., or vice versa, for one fare.
1827.	NEW YORK CENTRAL & HUDSON RIVER RAILROAD Co.—Rules and regulations for "spotting" of cars.	May 26, 1914. Order suspending tariff and directing hearing. Hearings not held because of continuance of suspension of tariff upon application of N. Y. C. & H. R. R. Co.
1831.	STATEN ISLAND RAPID TRANSIT RAILWAY Co.—Rules and regulations for "spotting" of cars.	June 12, 1914. Order suspending tariff and directing hearing. No hearing held in view of suspension of rules and regulations at request of Staten Island R. T. Ry. Co.
1851.	VAN BRUNT STREET & ERIE BASIN RAILROAD Co.; CONY ISLAND & BROOKLYN RAILROAD Co.; CONY ISLAND & GRAVESEND RAILWAY Co.; BROOKLYN, QUEENS COUNTY & SUBURBAN RAILROAD Co.; NASSAU ELECTRIC RAILROAD Co. and BROOKLYN HEIGHTS RAILROAD Co.—Through routes and joint rates.	November 6, 1914. Order directing that Van Brunt Street line be made a feeder line of lines of the other companies, and directing hearing as to apportionment of fares. Hearings held as to all questions involved in order and closed. Matter pending, undetermined.
1858.	ADAMS EXPRESS Co.—Rates for transportation of horses within First District.	December 29, 1914. Opinion as to adjustment of rate and communication to company.

CASES ON MOTION OF THE COMMISSION — (Continued)

GRADE CROSSINGS

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1261.	LONG ISLAND RAILROAD Co.— Alterations of grade crossings at Fresh Pond road and Metropolitan avenue, Bushwick Junction.	May 7, 1914. Resolution approving substituted plans for removal of proposed elevated pit. September 11, 1914. Ruling as to claim of Quezal Art Glass & Decorating Co. on account of damage to property.
1262.	LONG ISLAND RAILROAD Co.— Alterations of grade crossing at Farmers avenue, Hollis.	February 6, 1914. Order directing elimination of grade crossing by depression of Farmers avenue and elevation of railroad.
1264.	LONG ISLAND RAILROAD Co.— Alteration of grade crossings at Hempstead and Jamaica turnpike and at Bennett or Bayliss, Wertland, Creed and Madison avenues.	February 6, 1914. Order denying application of Commercial Board of Bellaire and Queens for change of final order of December 11, 1914, which provided for elimination by elevation of tracks. March 13, 1914. Communication to Long Island R. R. Co. requiring revision of plan to provide for ornamentation of bridges.
1266.	LONG ISLAND RAILROAD Co.— Alteration of grade crossings on Lawrence street and other streets on North Side division, Flushing.	Jan. 6, 9, 13, 20, Feb. 6, 10, April 14, July 9, 1914. Resolutions approving plans and bids covering work. February 24, 1914. Communication to Long Island R. R. Co. in regard to damage claim of Realty Co. of Broadway station. March 13, 1914. Communication to Long Island R. R. Co. as to further ornamentation of R. R. bridge at Broadway and 22d street. April 17, 1914. Communication to Long Island R. R. Co. as to repaving Broadway. June 23, 1914. Communication to N. Y. and Queens Electric Light & Power Co. as to damage claims. September 11, 22, 29, 1914. Communications, applications and hearing as to ornamentation of R. R. bridge at Broadway and 22d street. November 17, 1914. Report as to ornamentation of R. R. bridge at Broadway and 22d street and unfinished details of work. December 11, 1914. Resolution accepting work as completed and directing accounting.
1270.	STATEN ISLAND RAILWAY Co.— Alterations of grade crossing of Amboy road at Huguenot, Staten Island.	February 6, 1914. Resolution authorizing certificate for performance of work.
1272.	STATEN ISLAND RAILWAY Co.— Alteration of Crook's crossing on Amboy road, Giffords, S. I.	March 17, 1914, April 23, 1914. Resolutions approving plans and bid for work. October 6, 1914. Resolution accepting work and directing hearing as to accounting. November 20, 1914. Resolution authorizing certificate of performance of work.
1280.	LONG ISLAND RAILROAD Co.— Alterations of grade crossings at Bennett or Bayliss, Wertland, Creed and Madison avenues, Borough of Queens.	February 6, 1914. Order denying application of Commercial Board of Trade of Bellaire and Queens for a change of final order which provided for elimination of grade crossings by elevation of tracks of company. March 13, 1914. Communication to Long Island R. R. Co. requesting revision of plans of bridges so as to show more ornamental structures.

CASES ON MOTION OF THE COMMISSION — (Continued)

GRADE CROSSINGS — (Continued)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1384.	LONG ISLAND RAILROAD Co.—Alterations of grade crossings at Collins avenue and nine other crossings, Montauk division.	May 1, 1914. Communication from War Department as to elimination of Laurel Hill Boulevard grade crossing. Hearings held upon plans for elimination of Laurel Hill Boulevard grade crossing, and closed, matter pending, undetermined, in view of uncertainty as to plans of city as to changes in Meeker avenue bridge across Newtown Creek.
1672.	LONG ISLAND RAILROAD Co.—Alteration of grade crossing at Norwood avenue and twenty-one other grade crossings on Atlantic Avenue division.	January 9, 27, 1914. Resolutions approving drawings for foot subway at Railroad avenue, Brooklyn. January 27, 1914. Order amending discontinuance order of December 31, 1913, so as to except from the discontinuance order the grade crossing of the company at Railroad avenue. June 27, 1914. Resolution authorising certificate of performance of work.
1756.	STATEN ISLAND RAPID TRANSIT RAILWAY Co.—Alteration of grade crossing at Pennsylvania avenue, Rosebank.	July 1, 1914. Order determining elimination of grade crossing by raising grade of a portion of Pennsylvania avenue and depressing R. R. tracks by closing Clifton avenue and Maryland avenue and by grading Vermont avenue, between Maryland avenue and Clifton avenue over its full width to provide access from Clifton avenue and Maryland avenue to a new crossing at Pennsylvania avenue, connecting the latter avenue and Maryland avenue at a point about 350 feet east of the R. R. tracks, at an estimated cost of \$89,500.
1765.	NEW YORK CONSOLIDATED RAILROAD Co.—Additional safety precautions on Canarsie line.	March 20, June 5, 1914. Orders directing installation of crossing gates at Glenwood road and Conklin avenue, stationing of flagmen at Flatlands Avenue and Rockaway Avenue crossings, installation at Skidmore Lane and Avenue N crossings of an automatic bell and continuance of flagmen at Rockaway Parkway and Rockaway Avenue crossings. April 3, 1914. Order extending time for acceptance of order of March 20, 1914. October 13, November 6, December 8, 1914. Orders extending time for compliance with certain provisions.
1780.	STATEN ISLAND RAILWAY Co.—Alteration of grade crossing at Amboy road and Sharott avenue, Pleasant Plains.	Hearings held and closed. Matter pending, undetermined.
1797.	STATEN ISLAND RAPID TRANSIT RAILWAY Co.—Alteration of grade crossing at Clifton avenue and Maryland avenue, Rosebank.	July 1, 1914. Order determining elimination of grade crossings or raising grade of Pennsylvania avenue and depressing tracks by closing Clifton avenue and Maryland avenue and by grading Vermont avenue between Maryland avenue and Clifton avenue over its full width to provide access from Clifton avenue and Maryland avenue to a new crossing at Pennsylvania avenue connecting the latter avenue and Maryland avenue at a point about 350 feet east of the railroad tracks, at an estimated cost of \$89,500.

CASES ON MOTION OF THE COMMISSION — (*Continued*)GRADE CROSSINGS — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1811.	STATEN ISLAND RAILWAY Co.—Alteration of grade crossings at Seguine, Bayview and Manee avenues (Princes Bay) and Woodvale avenue (Pleasant Plains).	Hearings held and closed. Matter pending, undetermined.
1865.	LONG ISLAND RAILROAD Co.—Alteration of grade crossing at Greenpoint avenue on Montauk division.	Hearings held and continuing.
1872.	NEW YORK CENTRAL & HUDSON RIVER RAILROAD Co.—Improvement of West 132d Street crossing over company's tracks.	December 4, 1914. Opinion by Commissioner Wood and order directing installation of crossing gates and plank-ing of crossing.
1881.	LONG ISLAND RAILROAD Co.—Safety precautions on Channel avenue, Far Rockaway, on Atlantic division.	December 4, 1914. Order directing construction of overhead pedestrian path.

FILING INFORMATION OR INVESTIGATIONS

1379.	STREET RAILROAD and ELECTRIC RAILROAD CORPORATIONS.—Monthly reports.	January 9, 1914. Resolution authorizing discontinuance of penalty action against Richmond Light & R. R. Co., Southfield Beach Ry. Co. and Staten Island Midland Ry. Co. February 17, August 21, September 11, October 6, 1914. Resolutions extending time of Bush Terminal R. R. Co., Hudson & Manhattan R. R. Co. and N. Y. Rys. Co. for filing monthly reports for specified months.
1399.	STREET RAILROAD and ELECTRIC RAILROAD CORPORATIONS.—Quarterly reports.	January 9, 1914. Resolution authorizing discontinuance of penalty actions against Richmond Light & R. R. Co., Southfield Beach Ry. Co. and Staten Island Midland Ry. Co. February 17, April 14, June 12, July 9, 23, August 21, September 11 and October 6, 1914. Orders extending time of Bush Terminal R. R. Co., Hudson & Manhattan R. R. Co., N. Y. Rys. Co., Brooklyn & North River R. R. Co. and Marine Ry. Co. to file quarterly reports for specified quarters.
1542.	EDISON ELECTRIC ILLUMINATING Co. OF BROOKLYN and KINGS COUNTY ELECTRIC LIGHT & POWER Co.—Compliance with uniform system of accounts.	Matter pending, undetermined.
1694.	STREET AND ELECTRIC RAILROAD (OPERATING) CORPORATIONS.—Form of annual report for 1912-1913.	January 9, 1914. Resolution authorizing discontinuance of penalty actions against Richmond Light & R. R. Co., Southfield Beach R. R. Co. and Staten Island Midland Railway Co.
1776.	GAS CORPORATIONS AND ELECTRIC CORPORATIONS.—Annual report for 1913.	January 9, March 8, 6, 1914. Orders extending time of Queens Borough Gas & Electric Co., Richmond Light & R. R. Co., Brooklyn Union Gas Co., Flatbush Gas Co., Richmond Hill & Queens County Gas Light Co., Jamaica Gas Light Co., Woodhaven Gas Light Co. and Newtown Gas Co. for filing report.

CASES ON MOTION OF THE COMMISSION — (*Continued*)

FILING INFORMATION OR INVESTIGATIONS — (*Continued*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1795.	GAS CORPORATIONS. — Information as to deposits by consumers.	February 5, 1914. Order directing gas corporations to file answers to certain questions as to rules and regulations relating to consumers' deposits. February 17, 1914. Resolution extending time for filing information.
1818.	NEW YORK RAILWAYS Co.— Account for injury and damage claims.	May 26, 1914. Order directing restoration to casualties and insurance reserve of sum transferred to surplus account and amending of report for quarter ending December 31, 1913, accordingly. June 5, 16, 1914. Orders extending time for acceptance. June 23, 1914. Order amending order of May 26, 1914, and directing restoration to casualties and insurance reserve of some part of which was credited to surplus account and part of which was credited to operating expenses and amending of report for quarter ending December 31, 1913, accordingly.
1828.	SOUTH SHORE TRACTION Co.— Investigation as to failure to file annual report for year ending June 30, 1913.	July 30, 1914. Order closing record of proceeding.
1829.	VAN BRUNT STREET & ERIE BASIN RAILROAD Co.— Failure to file accident reports.	July 30, 1914. Order closing record of proceeding.
1835.	STREET AND ELECTRIC RAILROAD CORPORATIONS (OPERATING). — Annual report for 1913-1914.	June 23, 1914. Order prescribing form and directing filing of report. September 29, October 6, 20, November 5, 1914. Orders extending time of Interborough R. T. Co., Manhattan & Queens Traction Corporation, N. Y. & Queens County Ry. Co., N. Y. Ry. Co., Ocean Elec. Ry. Co., Richmond Light & R. R. Co., Staten Island Midland Ry. Co., and Marine Ry. Co. for filing report.
1836.	STREET AND ELECTRIC RAILROAD (LESSOR) CORPORATIONS. — Annual report for 1913-1914.	June 23, 1914. Order prescribing form of report and directing filing. October 6, 1914. Order extending time of Prospect Park & Coney Island R. R. Co. for filing report.
1837.	RAILROAD AND STREET RAILROAD (INCHOATE AND DORMANT) CORPORATIONS. — Annual report for 1913-1914.	June 23, 1914. Order prescribing form and directing filing of report. October 6, 1914. Order extending time of Atlantic Av. Elec. R. R. Co. and N. Y. Connecting R. R. Co. for filing report.
1838.	STEAM RAILROAD (OPERATING) CORPORATIONS. — Annual report for 1913-1914.	June 23, 1914. Order prescribing form and directing filing of report. November 6, 1914. Order extending time of N. Y. Dock Ry. for filing report.
1839.	STEAM RAILROAD (LESSOR) CORPORATIONS. — Annual report for 1913-1914.	June 23, 1914. Order prescribing form and directing filing of report. October 6, 1914. Order extending time of Glendale & East River R. R. Co., N. Y. & Rockaway Beach Ry. Co., N. Y., Brooklyn & Manhattan Beach Ry. Co. and Pennsylvania Tunnel & Terminal R. R. Co. for filing report.

CASES ON MOTION OF THE COMMISSION — (*Concluded*)FILING INFORMATION OR INVESTIGATIONS — (*Concluded*)

<i>Case No.</i>	<i>Company and Subject</i>	<i>Date of Order and Action</i>
1840.	FIFTH AVENUE COACH Co.—Annual report for 1913-1914.	June 23, 1914. Order prescribing form and directing filing of report.
1841.	STAGE COACH (DORMANT) CORPORATIONS.—Annual report for 1913-1914.	June 23, 1914. Order prescribing form and directing filing of report.
1842.	BAGGAGE CORPORATIONS AND TRANSFER CORPORATIONS.—Annual report for 1913-1914.	June 27, 1914. Order prescribing form and directing filing of report.
1852.	EAST RIVER TERMINAL RAILROAD and BROOKLYN EASTERN DISTRICT TERMINAL.—Investigation as to organization, operations, franchises, etc.	Hearings held and closed. Matter pending, undetermined, in view of compliance by companies with orders of Commission as to filing reports of certain accidents and certain locomotive boiler inspections.
1854.	YELLOW TAXICAB Co. and MASON-SEAMAN TRANSPORTATION Co.—Investigation as to consolidation into Mason-Seaman Transportation Co. and as to issue of securities by consolidation company.	Hearings held and closed. Matter pending, undetermined.
1867.	RAILROAD CORPORATIONS and STREET RAILROAD CORPORATIONS.—Notice of proposed acquisition or putting into operation of cars or car equipment.	September 11, 1914. Order directing filing of information within five days after entering into agreement for acquisition of new or additional cars or car equipment and not less than 10 days before commencing work on cars or car equipment to be manufactured or reconstructed.
1870.	BROOKLYN HEIGHTS RAILROAD Co.; NASSAU ELECTRIC RAILROAD Co.; NEW YORK CONSOLIDATED RAILROAD Co.; SOUTH BROOKLYN RAILWAY Co.; BROOKLYN, QUEENS COUNTY & SUBURBAN RAILROAD Co.; CONEY ISLAND & GRAVESEND RAILWAY Co. and CONEY ISLAND & BROOKLYN RAILROAD Co.—Information as to number of passengers from January 1 to June 30, 1914.	September 15, 1914. Order directing filing of information. September 29, 1914. Order abrogating order of September 15, 1914.
1883.	STAGE COACH CORPORATIONS.—Franchise and corporate documents.	October 27, 1914. Order requiring filing of documents.
1889.	BAGGAGE AND TRANSFER COMPANIES.—Rates and schedules.	November 24, 1914. Order directing filing of rates and schedules.
1890.	STEAM CORPORATIONS.—Rates and schedules.	November 24, 1914. Order directing filing of rates and schedules.
1897-A.	GAS CORPORATIONS AND ELECTRIC CORPORATIONS.—Annual report for 1914.	December 22, 1914. Order prescribing form and directing filing of report.
1899.	STEAM CORPORATIONS.—Annual report for 1914.	December 29, 1914. Order prescribing form and directing filing of report.

APPENDIX A

ORDERS OF THE COMMISSION ISSUED IN 1914

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ORDERS OF THE COMMISSION ISSUED IN 1914

Pursuant to the provisions of the Public Service Commissions Law, copies of each order issued during the year 1914 are here published, except that, as blank forms were used in issuing certain complaint, extension and hearing orders or resolutions, it has been deemed unnecessary to repeat in publishing such orders that part which is substantially uniformly the same in each respectively.

NOTE 1. COMPLAINT ORDERS.—Such orders were issued in substantially the following form:

At a Stated Meeting of the Public Service Commission for the First District, duly held at its office, No. 154 Nassau Street, Borough of Manhattan, City and State of New York, on the day of, 1914.

PRESENT:

.....
Chairman,
.....
.....
.....
Commissioners.

.....	} Case No. _____, Complaint order
Complainant,	
..... <i>against</i>	
Defendant.	

The complaint herein having been received and filed:
Ordered, That the matter therein complained of be satisfied or that the charges be answered in writing by the said company within ten days from the service upon it of a certified copy of this order and of a copy of the complaint.

BY THE COMMISSION

.....
Secretary

NOTE 2. EXTENSION ORDERS.—Orders extending the time within which to answer complaints, or within which to comply with the provisions of final orders previously issued, were issued in substantially the following form:

At a Stated Meeting of the Public Service Commission for the First District, duly held at its office, No. 154 Nassau Street, Borough of Manhattan, City and State of New York, on the day of, 1914.

PRESENT:

.....
Chairman,
.....
.....
.....
Commissioners.

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NOTE 6. REHEARING RESOLUTION.— Such resolutions upon requests for rehearing as to orders issued by the Commission were issued in substantially the following form:

At a Stated Meeting of the Public Service Commission for the First District, duly held at its office, No. 154 Nassau Street, in the Borough of Manhattan, City and State of York, on the day of, 1914.

PRESENT:

.....
Chairman,

.....
.....
.....

Commissioners.

IN THE MATTER
OF THE

Case No. _____,
Rehearing resolution

A Final Order having been made herein on and the Company having applied for a rehearing in respect to the matters determined in said Final Order, it is

Resolved, That a rehearing be held on the day of at o'clock in the noon, or such time or times to which the same may be adjourned, in the hearing room of the Public Service Commission for the First District, at No. 154 Nassau street, in the Borough of Manhattan, City and State of New York, to inquire and determine whether said Final Order, or any part thereof, is in any respect unjust or unwarranted and, if it be so found, then to determine whether said Final Order should be changed, abrogated or modified.

Further resolved, That said company be given at least days' notice of such hearing by serving upon it, either personally or by mail, of a certified copy of this order.

BY THE COMMISSION

.....
Secretary

APPLICATIONS FOR AUTHORITY TO ISSUE STOCKS, BONDS AND SECURITIES

Astoria Light, Heat and Power Company— Application for approval of issue of \$5,000,000 bonds and \$9,500,000 stock

Consolidated Gas Company of New York— Application for approval of acquisition of stock and bonds

Case No. 1717,
Further Hearing Resolution
Opinions
Approval Order

This proceeding was begun upon the application of the Astoria Light, Heat and Power Company, under Section 69 of the Public Service Commissions Law, for an order authorizing the issuance of \$5,000,000 first mortgage fifty-year 5¼ per cent gold coupon bonds and \$9,500,000 additional common capital stock for the purposes therein specified. Hearings were had on August 12 and on subsequent dates to December 3, 1913. By a petition verified December 24, 1913, the Consolidated Gas Company of New York asked for authority to purchase at par the entire issue of stock and bonds to be authorized in this case, and on December 26, 1913, the Commission adopted a resolution (see blank form of resolution, page 381) reopening the case and setting it down for a hearing on December 29, 1913, and directing that the petition of the Consolidated Gas Company of New York be heard as having been presented and filed in that case. Further hearing was had on December 29,

1913. On March 3, 1914, and May 4, 1914, the Commissioners rendered opinions (see 5 P. S. C. R. [1st Dist. N. Y.], 122, 255). On May 4th, the Commission adopted the following resolution and order:

Resolved, That the Public Service Commission for the First District adopt an order in the form herewith presented in Case No. 1717 consenting to the execution and issuance of a certain mortgage by the Astoria Light, Heat and Power Company to The Farmers' Loan and Trust Company as Trustee, dated as of October 1, 1913, to secure an issue of \$5,000,000 face value of first mortgage fifty year 5½ per cent gold coupon bonds of said Astoria Light, Heat and Power Company, said bonds to be dated October 1, 1913, maturing October 1, 1963, and bearing interest at 5½ per cent per annum, payable semi-annually, said mortgage being in form submitted by said Astoria Light, Heat and Power Company to the Commission and identified by being marked as follows, to wit: "Exhibit 1 resolution May 4, 1914, Case 1717."

IN THE MATTER OF THE APPLICATION
OF THE

ASTORIA LIGHT, HEAT AND POWER COMPANY under Section 69 of the Public Service Commissions Law for an order authorizing the issuance of \$5,000,000 first mortgage fifty-year 5½% gold coupon bonds and \$9,500,000 additional common capital stock for the purposes therein specified.

APPLICATION OF CONSOLIDATED GAS COMPANY OF NEW YORK to acquire the same.

Case No. 1717,
Order Consenting to Mortgage; to Issuance of \$5,000,000 Bonds thereunder; to Issuance of \$9,500,000 Additional Capital Stock, and to Acquisition by Consolidated Gas Company
May 4, 1914

Section 1. Application having been made to the Public Service Commission for the First District by the Astoria Light, Heat and Power Company by its petition verified July 31, 1913, under the provisions of the Public Service Commissions Law for the consent of the Commission to the execution and issuance by said company of a mortgage to the Farmers' Loan and Trust Company as trustee, and a hearing having been duly held on said application before the Commission, Honorable George V. S. Williams, Commissioner, and Honorable Milo E. Maitbie, Commissioner, presiding, and it appearing to the Commission that the owners of capital stock of said company to an amount equal to that required by the statute have consented to the issuance of said mortgage in the manner prescribed by law.

Section 2. *It is ordered*, That the Public Service Commission for the First District does hereby consent to the issuance and execution by the said Astoria Light, Heat and Power Company of a certain mortgage described as follows:

A first mortgage securing Five Million Dollars (\$5,000,000) face value of first mortgage fifty-year five and one-half per cent gold coupon bonds made and executed by the Astoria Light, Heat and Power Company to The Farmers' Loan and Trust Company as trustee, said mortgage to be dated October 1, 1913, and the said bonds to be dated on the same date and to be payable October 1, 1963, and said bonds to bear interest payable semi-annually at five and one-half per cent per annum.

The form of such mortgage submitted by the said Astoria Light, Heat and Power Company to the Commission is hereby approved and ordered filed and properly identified by a reference thereon to the resolution under the authority of which this order is issued. Said company, however, shall have no right or authority to issue any bonds pursuant to the terms of said mortgage except as may be herein or hereafter authorized by the Commission.

Section 3. Application having been also made to the Public Service Commission for the First District by the Astoria Light, Heat and Power Company by its said petition under the provisions of the Public Service Commissions Law for the consent of the Commission to the issuance by said company of bonds under said mortgage to the amount face value of Five Million Dollars (\$5,000,000) and for the consent of the Commission to the issuance by said company of common capital stock to the amount of Nine Million Five Hundred Thousand Dollars (\$9,500,000) par value, and the Consolidated Gas Company of New York having made application by its petition verified December 24, 1913, for an order authorizing the said Consolidated Gas Company to purchase the said entire issue of said stock and bonds, and a hearing having been duly had upon said applications before the Commission, the Commissioners aforesaid presiding, and it appearing to the Commission that the authorized capital stock of the said Astoria Light, Heat and Power Company has been duly increased from Five Hundred Thousand Dollars (\$500,000) to Ten Million Dollars (\$10,000,000), of which Five Hundred Thousand Dollars (\$500,000) par value have been issued and are outstanding; and it being now the opinion of the Commission

(1) That the money to be procured by the issue of said bonds of the said Astoria Light, Heat and Power Company to the amount of Five Million Dollars (\$5,000,000) face value payable at a period of more than twelve months after the date thereof, and that the money to be procured by the issue of said further issue of stock by said company to the amount of Nine Million Five Hundred Thousand Dollars (\$9,500,000), is reasonably re-

amount of \$99,811.67 and apply said amount to the payment of the charges stated in said petition.

Provided, however, that said Brooklyn and North River Railroad Company shall create and maintain an amortization fund by setting aside out of its income in each year beginning with January 1, 1914, not less than \$2,040 plus 4½% on all such prior payments or reservations until the aggregate amount of \$89,500 shall have been reserved or set aside, the said amortization fund to be for the purpose of amortizing within the term of the franchise the expenditures hereby authorized other than the sum of \$10,325 representing Security Deposit under Franchise Contract. Said amortization fund shall be used only for the acquisition of property for capital or investment purposes.

Further Resolved, That this resolution take effect on November 10, 1914, and that within ten days after service of a copy thereof the Brooklyn and North River Railroad Company notify the Public Service Commission for the First District whether the terms of this resolution are accepted and will be obeyed.

Broadway and Seventh Avenue Railroad Company — Application for approval of issue of \$500,000 bonds

Case No. 1833,
Hearing Resolution
Approval Order

This proceeding was begun upon the application of the Broadway and Seventh Avenue Railroad Company for the authorization of an issue of \$500,000 bonds under its first consolidated mortgage dated December 22, 1893, for the purpose of retiring a similar amount of second mortgage bonds, pursuant to the provisions of Section 55 of the Public Service Commissions Law. The Commission on June 12, 1914, directed (see blank form of hearing resolution, page 381), that a hearing be had on June 16, 1914. Hearing was had on June 16, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE

Application of the BROADWAY AND SEVENTH AVENUE
RAILROAD COMPANY for approval of the issuance of
bonds under its first consolidated mortgage dated
December 22, 1893, pursuant to the provisions of
Section 55 of the Public Service Commissions Law.

Case No. 1833,
Order Authorizing Issu-
ance of \$500,000 of Bonds
June 22, 1914

Section 1. Application having been made to the Public Service Commission for the First District by the Broadway and Seventh Avenue Railroad Company by petition dated and verified June 11, 1914, under the provisions of the Public Service Commissions Law for the consent of the Commission to the issuance by said company of bonds under its first consolidated mortgage dated December 22, 1893, to the New York Guaranty & Indemnity Company as trustee, to the further amount of \$500,000, to refund or discharge bonds of said company to the face amount of \$500,000 issued under its second mortgage to William H. Hays as trustee, dated July 1, 1884, due July 1, 1914, and a hearing having been duly had upon said application before the Commission, Hon. Robert C. Wood, Commissioner, presiding, and it being now the opinion of the Commission

(1) That the money to be procured by the further issue of said bonds of the said Broadway and Seventh Avenue Railroad Company to the amount of Five Hundred Thousand Dollars (\$500,000) face value, payable at a period of more than twelve (12) months after the date thereof is reasonably required for the discharge or lawful refunding of the obligations of said company and particularly for the purposes which are hereinafter stated in this order, and

(2) That said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by the said Broadway and Seventh Avenue Railroad Company of Five Hundred Thousand Dollars (\$500,000) face value of principal of bonds of said company dated December 22, 1893, maturing December 1, 1942, and bearing interest at 5 per cent per annum payable semi-annually under and in pursuance of the terms of the first consolidated mortgage of said Broadway and Seventh Avenue Railroad Company dated December 22, 1893, to the New York Guaranty & Indemnity Company as trustee.

Section 3. *It is ordered*, That the issue of said bonds of the said Broadway and Seventh Avenue Railroad Company hereby authorized to be issued are authorized to be issued upon the conditions following and not otherwise, to wit:

First: That the said Broadway and Seventh Avenue Railroad Company shall sell the said bonds hereby authorized so as to net the said company in money not less

than the face value of the principal of said bonds besides interest accrued thereon and that the proceeds thereof to the extent of \$500,000 shall be applied only to the following purposes, that is to say:

Toward the discharge or refunding, dollar for dollar, of the principal of the present outstanding second mortgage bonds of the said Broadway and Seventh Avenue Railroad Company amounting in all to \$500,000, payable on July 1, 1914..... \$500,000

Second: That any surplus of proceeds derived from the sale of the bonds hereby authorized at a price in excess of the face value thereof with accrued interest as aforesaid shall be retained by the said company in its treasury unexpended until a further order of the Commission shall have been made herein specifying the purposes to which such surplus proceeds shall be applied.

Third: That the said Broadway and Seventh Avenue Railroad Company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the bonds hereby authorized to be issued and on or before the 10th day of each month the company shall make verified reports to the Commission stating the sale or sales of said bonds during the previous month, the terms and conditions of sale, the moneys realized therefrom, and the use and application of such moneys; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Fourth: That the authority hereby given to issue such bonds shall apply only to bonds issued by the said company on or before the 31st day of July, 1914.

Section 4. *It is ordered,* That this order take effect on the 28d day of June, 1914, and, except as provided in the Fourth paragraph of Section 3 of this order limiting the duration of the authority to issue said bonds herein granted, continue in force until otherwise ordered by the Commission and that within ten (10) days after service upon it of a copy of this order said Broadway and Seventh Avenue Railroad Company notify the Commission whether the terms of this order are accepted and will be obeyed.

Bronx Gas and Electric Company—Application for approval of \$200,000 further bond issue

Case No. 1867,

Third Approval Resolution
Fourth Approval Resolution
Amending Order
Fifth Approval Resolution
Fifth Approval Resolution as Corrected.
Sixth Approval Resolution
Seventh Approval Resolution
Eighth Approval Resolution

This proceeding was begun upon the application of the Bronx Gas and Electric Company for the approval of the Commission of a further issue of \$200,000 bonds under its first and refunding mortgage bearing date July 1, 1910. Hearings were had on April 18 and 24, 1913. On April 29, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 202), and issued an order authorizing the issuance of \$200,000 bonds upon certain conditions. On July 24, 1913, the Commission issued an order amending the order of April 29, 1913. On September 23, 1913, the Commission issued an order amending the order of April 29, 1913, as heretofore amended. On December 31, 1913, the Commission issued an order amending the order of April 29, 1913, as heretofore amended.

The company applied under date of December 16, 1913, for authority to withdraw the sum of \$4,185.87 from the proceeds of the sale of bonds.

Thereupon the Commission adopted the following resolution:

IN THE MATTER
OF THE
Application of the BRONX GAS AND ELECTRIC COMPANY
for approval of the further issue of \$200,000 of
bonds.

Case No. 1867,
Third Resolution Author-
izing Withdrawal of
Proceeds of Bonds to
the Amount of \$4,185.87
January 13, 1914

Whereas, Bronx Gas and Electric Company, by application dated December 16, 1913, has applied to the Commission for authority to withdraw the amount of \$4,185.87 from the proceeds of the sale of its first and refunding mortgage bonds when the same are sold, said issue of bonds to the amount of \$200,000 face value having been authorized by order of the Commission dated April 29, 1913, as amended by orders made and filed July 24, 1913, September 23, 1913, and Decem-

ber 31, 1913, the withdrawal of the following amounts having been previously authorized as follows:

By first resolution dated September 9, 1913.....	\$36,301.82
By second resolution dated December 12, 1913.....	51,674.15

Resolved, That Bronx Gas and Electric Company be and hereby is authorized to withdraw cash from the sale of the aforesaid first and refunding mortgage bonds to the amount of \$4,185.67 and apply the same to the payment of the net charges for extensions and additions to the physical property of the said company as set forth in the statement attached to said application of December 16, 1913, entitled "Increase in fixed capital Nov. 1st to Nov. 30, 1913."

Further Resolved, That the said itemized statement of expenditures contained in the said statement attached to said application of December 16, 1913, and so entitled be and the same hereby is approved.

The company applied under date of May 8, 1914, for authority to withdraw from the proceeds of the sale of bonds, the sum of \$13,809.15. Thereupon the Commission, on June 27, 1914, adopted a fourth resolution, substantially similar to the third resolution, authorizing the expenditure applied for.

On July 16, 1914, the Commission issued the following order:

CASE NO. 1667, ORDER AMENDING ORDER OF APRIL 29, 1913, AS HERETOFORE AMENDED

(July 16, 1914)

An order having been made herein on April 29, 1913, authorizing the issue of \$200,000 of bonds under certain conditions and said order having been duly amended in certain respects by orders made herein on July 24, 1913, September 23, 1913, and December 31, 1913, and it appearing by letter from the Bronx Gas and Electric Company dated July 7, 1914, that the company is unable to sell bonds on the conditions fixed in said order as amended

Now, therefore, it is

Ordered, That the order authorizing the issue of \$200,000 of bonds made herein April 29, 1913, as heretofore amended, be and the same hereby is amended by substituting for paragraph First in Section 3 of said order the following paragraph:

First: That the said Bronx Gas and Electric Company shall sell \$200,000 par value of said bonds hereby authorized so as to net the said company not less than 90 per cent of the par value of the principal thereof, beside interest accrued thereon and that the proceeds thereof shall be augmented by a sum which shall be equal to the difference between the sum realized from the sale of the said \$200,000 par value of bonds and 95 per cent of the said \$200,000 par value of bonds, and which sum shall be derived from the surplus earnings, and the total proceeds, including that derived from surplus earnings, shall be applied only to the following purposes, that is to say:

(1) For acquisition of property for construction, completion, extension or improvement of its facilities, plant or distribution system.....	\$190,000
(2) For expenses of sale of bonds hereby authorized and to make up the discount or deficiency, if any, in the amount realized from the sale to net not less than 95 per cent of par of the bonds sold for the purposes specified in subdivision (1) and to be applied pro rata for the purposes therein stated not exceeding the sum of.....	10,000
Total	\$200,000

Further ordered, That this order take effect at once.

The company applied under date of July 9, 1914, for authority to withdraw from the proceeds of the sale of bonds, the sum of \$7,660.15. Thereupon the Commission, on August 21, 1914, adopted a fifth resolution, substantially similar to the third resolution, authorizing the expenditure applied for.

It appearing that in the fifth resolution authorizing withdrawal of proceeds of bonds to the amount of \$7,660.15, adopted by the Commission on August 21, 1914, there was an error in that in approving the statement attached to the application of July 9, 1914, the date of such application is given as May 8, 1914, the said fifth resolution was corrected accordingly by a resolution adopted on September 11th.

The company applied under date of August 18, 1914, for authority to withdraw from the proceeds of the sale of bonds, the sum of \$5,307.48. Thereupon the Commission, on September 22, 1914, adopted a resolution, substantially similar to the third resolution, authorizing the expenditure applied for.

The company applied under date of September 8, 1914, for authority to withdraw from the proceeds of the sale of bonds, the sum of \$12,721.15. Thereupon

the Commission, on October 9, 1914, adopted a resolution, substantially similar to the third resolution, authorizing the expenditure applied for.

The company applied under date of October 8, 1914, for authority to withdraw from the proceeds of the sale of bonds, the sum of \$6,648.44. Thereupon the Commission, on November 17, 1914, adopted a resolution, substantially similar to the third resolution, authorizing the expenditure applied for.

The company applied under date of November 13, 1914, for authority to withdraw from the proceeds of the sale of bonds, the sum of \$4,122.68. Thereupon the Commission, on December 4, 1914, adopted a resolution, substantially similar to the third resolution, authorizing the expenditure applied for.

Brooklyn Borough Gas Company—Application for approval of issue of \$125,000 capital stock

Case No. 1869,
Hearing Resolution
Approval Order
Amending Order

This proceeding was begun upon the application of the Brooklyn Borough Gas Company for the approval of an issue of \$125,000 additional capital stock. The Commission on September 22, 1914, directed (see blank form of hearing resolution, with notice, page 380), that a hearing be had on September 28, 1914, and that the company publish due notice thereof. Hearings were had on September 28, October 8 and 21, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION OF

BROOKLYN BOROUGH GAS COMPANY for the approval of an issue of \$125,000 par value of its capital stock from the \$500,000 increase of capital stock authorized by its stockholders at a meeting held October 21, 1913, making when issued a total of \$250,000 par value issued therefrom.

Case No. 1869,
Order Authorizing Issuance of \$125,000 Capital Stock
October 30, 1914

Section 1. Application having been made to the Public Service Commission for the First District by Brooklyn Borough Gas Company under the provisions of the Public Service Commissions Law, by petition dated September 14, 1914, and by amended petition dated October 23, 1914, for the consent of the Commission to the issuance by said company of its capital stock to the amount of one hundred and twenty-five thousand dollars (\$125,000) par value, and a hearing having been duly held upon said application before the Commission, Hon. Milo R. Maltbie, presiding, and it appearing to the Commission that the authorized capital stock of the said Brooklyn Borough Gas Company has been duly increased from five hundred thousand dollars (\$500,000) to one million dollars (\$1,000,000) of which six hundred and seventy-five thousand dollars (\$675,000) par value, have been issued and are outstanding; and it being now the opinion of the Commission

(1) That the money to be procured by a further issue of stock is reasonably required for the acquisition of property, the construction, completion, extension or improvement of its facilities, plant, or distributing system, the discharge of its obligations, and the reimbursement of moneys actually expended from income for the construction, completion, extension or improvement of its facilities, plant, or distributing system, and particularly for the purposes which are hereinafter stated in this order, and

(2) That said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered*, That the Brooklyn Borough Gas Company be and hereby is authorized to issue its capital stock to the amount of one hundred and twenty-five thousand dollars (\$125,000) par value and that all the stock hereby authorized shall be common stock of said company to be issued for money.

Section 3. *It is ordered*, That said issue of stock is authorized upon the conditions following and not otherwise, to wit:

First: That the Brooklyn Borough Gas Company shall sell the said stock hereby authorized so as to net the said company not less than par value thereof, and that the proceeds thereof shall be applied only toward the payment of the charges for additions and betterments to the physical property of said company as enumerated in the statement attached to and made a part hereof entitled "BROOKLYN BOROUGH GAS COMPANY. Debits and Credits from January 1, 1914, to August 31, 1914,

inclusive, as adjusted to conform to results of investigation by Public Service Commission."

Second: That said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale and disposal of the stock hereby authorized to be issued and on or before the 10th day of each month the company shall make verified reports to the Commission stating the sale or sales of said stock during the previous month, the terms and conditions of sale, the moneys realized therefrom, and the use and application of such moneys; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Third: That the authority hereby given to issue such stock shall apply only to stock issued by the said company on or before the 31st day of January, 1915.

Section 4. *It is ordered,* That this order shall take effect forthwith, and that within ten days after service of this order, said company notify the Commission whether the terms of this order are accepted and will be obeyed.

TABLE 1—BROOKLYN BOROUGH GAS COMPANY

Debits and Credits from January 1, 1914, to August 31, 1914, inclusive, as adjusted to conform to results of investigation by Public Service Commission

NAME OF ACCOUNT	Account number	Debits	Credits
Land devoted to gas operations	G 110	\$1,693 87	.....
Labor and materials			
Company's engineer and superintendent			
General structures	G 121	5,711 50	.....
Labor and materials			
Company's engineer and superintendent			
General equipment	G 122	998 04	.....
Labor and materials			
Furnaces, boilers and accessories	G 141a	553 61	.....
Labor and materials			
Company's engineer and superintendent			
Water gas sets and accessories	G 143a	64 50	.....
Labor and materials			
Company's engineer and superintendent			
Works and station structures	221	1,513 58	.....
Labor and materials			
Company's engineer and superintendent			
Holders	222	83,148 15	.....
Labor and materials			
Company's engineer and superintendent			
Purification apparatus	224	5,305 98	.....
Labor and materials			
Company's engineer and superintendent			
Accessory equipment at works	225	3,838 28	.....
Labor and materials			
Company's engineer and superintendent			
Trunk lines and mains	231	19,699 43	.....
Labor and materials			
Company's engineer and superintendent			
Gas services	232	8,366 92	.....
Labor and materials			
Gas meters	233	6,461 00	\$212 40
Labor and materials			
Gas meter installation	234	2,329 50	.....
Labor and materials			
Gas tools and implements	237	192 15	.....
Labor and materials			
Gas laboratory equipment	238	30 09	.....
Materials			
		\$139,906 78	\$212 40

Case 1869	Total debits from 1/1/14 to 8/31/14....	\$139,906 78
Reference 93.2.92	Total credits from 1/1/14 to 8/31/14....	212 40
Computer COU		
Checker WFH	Net increase and debit balance....	<u>\$139,694 38</u>
Oct. 9, 1914 HR		

On November 17, 1914, the Commission issued the following order:

CASE No. 1869, ORDER AMENDING ORDER OF OCTOBER 30, 1914
(November 17, 1914)

It appearing that the following words and figures "Six hundred and seventy-five thousand dollars (\$675,000)" recited in the order made in this proceeding on October 30, 1914, should have been "Six hundred and twenty-five thousand dollars (\$625,000)", it is

Ordered, That said order be and the same hereby is amended *nunc pro tunc* by striking therefrom said words and figures "Six hundred and seventy-five thousand dollars (\$675,000)" and inserting in lieu thereof said words and figures "Six hundred and twenty-five thousand dollars (\$625,000)", and the Secretary is hereby directed to alter said order accordingly and to make on the margin thereof proper reference to this order.

Brooklyn Borough Gas Company—Application for approval of an issue of \$125,000 additional capital stock

**Case No. 1767,
Resolution Authorizing Expenditure
Opinion**

This proceeding was begun upon the application of the Brooklyn Borough Gas Company for the approval of the Commission of an issue of \$125,000 par value of its capital stock from the \$500,000 increase of capital stock authorized by its stockholders at a meeting held on October 21, 1913. Hearing was had on December 10, 1913. On December 16, 1913, the Commission issued an order authorizing the issuance of \$125,000 capital stock.

Application dated January 28, 1914, having been made by the company for authority to withdraw cash derived from the sale of company's capital stock to the amount of \$125,000, the Commission issued the following order:

<p style="text-align: center;">IN THE MATTER OF THE APPLICATION OF BROOKLYN BOROUGH GAS COMPANY for the approval of an issue of \$125,000 par value of its capital stock from the \$500,000 increase of capital stock authorized by its stockholders at a meeting held October 21, 1913.</p>	<p>Case No. 1767, Resolution Authorizing Expenditure of \$125,000 March 3, 1914</p>
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Whereas, Brooklyn Borough Gas Company by application dated January 28, 1914, applied to the Commission for authority to withdraw cash derived from the sale of said company's capital stock to the amount of \$125,000, the said issue of stock to the amount of \$125,000 par value having been authorized by order of the Commission made and filed herein on December 16, 1913, the withdrawal of the proceeds of such issue to be subject to the approval of the Commission; and the Commission having made investigation with reference to allegations of said application and the statement thereto annexed, and it appearing to the Commission that the withdrawal of said amount of \$125,000 should be approved,

Resolved, That the Brooklyn Borough Gas Company be and it hereby is authorized to withdraw cash derived from the sale of the aforesaid capital stock to the amount of \$125,000 and apply said amount toward the payment of the charges for additions and betterments to the physical property of the said company as enumerated in the statement attached to and made part of said application of December 16, 1913, entitled "Fixed capital installed during 1913".

Further resolved, That this consent is granted upon the condition that said Brooklyn Borough Gas Company shall adjust its fixed capital account in accordance with the schedule hereto attached and made a part hereof, entitled "Schedule of Estimate Reproduction Cost and Accrued Depreciation, January 1, 1914", and within thirty (30) days of the receipt of a certified copy of this resolution file with the Commission a stipulation made by authority of its Board of Directors substantially in the following form:

The Brooklyn Borough Gas Company in consideration of the consent of the Public Service Commission for the First District authorizing said company to withdraw cash derived from the sale of said company's capital stock to the amount of \$125,000, said issue of stock to the amount of \$125,000

par value having been authorized by order of the Commission made and filed in Case 1767 on December 18, 1913, hereby stipulates:

1. To forthwith reduce its fixed capital account as of January 1, 1914, by the sum of \$337,902.49, representing the difference between the aggregate amount of said account and the estimated reproduction cost of its fixed capital as stated in the schedule attached to and made a part of the resolution adopted by the Commission on March 3, 1914, in Case No. 1767. Such reduction shall be accomplished by charging to corporate surplus the sum of \$87,902.49 and to a suspense account to be entitled, "Franchise and Other Intangible Assets in Process of Amortization" the sum of \$250,000.

2. To forthwith increase its reserve for depreciation (Accrued Amortization of Capital) to the amount shown in said schedule, to wit, \$215,065.13, by transferring the sum of \$90,525.52 from corporate surplus of January 1, 1914.

3. To amortize the sum of \$250,000 charged to "Franchise and Other Intangible Assets in Process of Amortization" by making a regular monthly charge to surplus account (No. 984) "Amortization Elsewhere Unprovided for" beginning January 1, 1914, said monthly charge to be equal to at least five cents for each M. cu. ft. of gas sold, over and above all charges for the replacement or retirement of its fixed capital until the entire amount of \$250,000 shall have been completely amortized.

4. To rewrite within 30 days from the receipt of a certified copy of the resolution adopted by the Commission on March 3, 1914, in Case No. 1767, its fixed Capital and Accrued Amortization of Capital Accounts as of January 1, 1914, to correspond with the amounts stated in the schedule attached to said resolution and to preserve in its permanent records the detail of such property accounts as furnished by the Chief Gas Engineer of the Commission.

Further resolved, That this resolution take effect on March 3, 1914.

SCHEDULE OF ESTIMATED REPRODUCTION COST AND ACCRUED DEPRECIATION, JANUARY 1, 1914

		Estimated reproduction cost	Accrued depreciation
Organisation.....	101	\$20,000 00	.....
Other intangible capital.....	104	60,000 00	.....
Land devoted to gas operations.....	110	113,705 79	.....
General structures.....	G 121	9,667 54	2,741 89
General equipment.....	G 122	8,455 64	250 00
Furnaces, boilers and accessories.....	G 141	223,926 71	5,918 48
Steam engines.....	G 141	61,286 00	85 00
Water gas sets and accessories.....	G 143	256,117 35	10,250 53
Works and station structures.....	221	76,894 80	11,059 22
Holders.....	222	213,180 29	14,080 52
Purification apparatus.....	224	31,183 80	3,947 45
Accessory equipment at works.....	225	71,326 16	10,460 72
Trunk lines and mains.....	231	537,097 27	88,259 28
Gas services.....	232	118,117 71	36,405 16
Gas meters.....	233	81,814 25	21,550 82
Gas meter installation.....	234	26,548 49	6,084 00
Municipal street lighting fixtures.....	235	5,369 00	1,079 00
Gas engines and appliances.....	236	2,540 00	2,225 00
Gas tools and implements.....	237	1,598 48	370 88
Gas laboratory equipment.....	238	1,007 60	297 08
Law expenditures during construction.....	G 282	15,000 00	.....
Taxes during construction.....	G 284	5,000 00	.....
Interest during construction.....	G 285	65,000 00	.....
Miscellaneous construction expenditures.....	G 286	15,000 00	.....
Total fixed capital.....		\$1,559,816 88	\$215,065 13

On March 18, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 208).

City Island Railroad Company — Application of George Keegan for approval of plan for reorganization and issue of securities thereunder

Case No. 1656,
Extension Order
Extension and Hearing Order
Extension Orders

This proceeding was begun upon the application of George Keegan, acting under a plan and agreement for the readjustment of the affairs of the City Island Rail-

road Company, entered into by him with the Interborough Rapid Transit Company, for the approval of the said plan and agreement and the issue of securities in accordance therewith. Hearings were had on March 31 and on subsequent dates to May 20, 1913. On May 27, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 818), and issued an order authorizing the Pelham Park and City Island Railway Company, Inc., to issue \$117,000 capital stock, the proceeds to be used for various purposes as prescribed by the order.

Application dated December 20, 1913, having been made by the Pelham Park and City Island Railway Company, Inc., for an extension of time within which to complete the construction of the railroad and issue the stock authorized by the order of May 27, 1913, the Commission on January 6, 1914, issued an order (see blank form of extension order, page 379), granting such extension of time to April 1, 1914.

Application having been made by the Pelham Park and City Island Railway Company, Inc., for a further extension of time to July 1, 1914, within which to complete the construction of the railroad pursuant to the order of May 27, 1913, the Commission, on March 31, 1914, issued an order granting a further extension of time to April 14, 1914, and directing that a hearing be had on April 7, 1914.

Hearing having been had on April 7, 1914, the Commission on April 14, 1914, issued an order (see blank form of extension order, page 379), extending to June 1, 1914, the time within which the Pelham Park and City Island Railway Company, Inc., should complete the construction of and place in full operation its street railroad, pursuant to the order of May 27, 1913.

Applications dated May 26 and September 22, 1914, having been made by the Pelham Park and City Island Railway Company, Inc., for further extensions of time within which to complete the construction of the railroad and issue the stock, authorized by the order of May 27, 1913, the Commission, on June 2 and September 29, 1914, issued orders (see blank form or extension order, page 379), granting further extensions of time to September 30 and December 31, 1914, respectively.

Consolidated Gas Company of New York—Application for approval of the issuance of \$25,000,000 convertible debenture bonds and \$25,000,000 additional capital stock

Case No. 1823,
Hearing Resolution
Approval Order
Opinion
Extension Order

This proceeding was begun upon the application of the Consolidated Gas Company of New York under Section 69 of the Public Service Commissions Law for authority to issue \$25,000,000 convertible debentures and \$25,000,000 additional common capital stock. The Commission on May 19, 1914, directed (see blank form of hearing resolution, with notice, page 380), that a hearing be had on June 2, 1914, and that the company publish due notice thereof. Hearing was had on June 2, 1914.

Thereupon the Commission, on December 1, 1914, issued the following order:

IN THE MATTER OF THE APPLICATION
OF THE
CONSOLIDATED GAS COMPANY OF NEW YORK, under
Section 69 of the Public Service Commissions Law
for an order authorizing the issuance of \$25,000,000
convertible debentures and \$25,000,000 additional
common capital stock for the purposes therein
specified.

Case No. 1823,
Order Authorizing the
Issue of \$25,000,000
Convertible Debentures
and \$25,000,000 Further
Capital Stock
December 1, 1914

Section 1. Application having been made to the Public Service Commission for the First District by Consolidated Gas Company of New York under the provisions of the Public Service Commissions Law by its petition verified May 15, 1914, for the consent of the Commission to the issuance by said company of convertible debentures in denominations of \$500 or multiples thereof aggregating the par value

of \$25,000,000, payable in five years, bearing interest at six per cent per annum, convertible at the option of the holder into the capital stock of the said Consolidated Gas Company of New York three years from the date thereof or on any interest date subsequent thereto and within five years from the date thereof upon the basis of one share of such stock for each \$100 par value of debentures surrendered and for the consent of the Commission to the issuance by said company of 250,000 shares of additional capital stock of the par value of \$25,000,000 to enable the petitioner to redeem said debentures, and a hearing having been duly had upon said application before the Commission, Hon. Edward E. McCall, Chairman, and Hon. Milo R. Maltbie, George V. S. Williams and Robert Colgate Wood, Commissioners, presiding; and it appearing to the Commission that the authorized capital stock of the said Consolidated Gas Company of New York has been duly increased from \$100,000,000 to \$125,000,000, of which \$99,816,500 has been issued and is outstanding; and it being now the opinion of the Commission

(1) That the money to be procured by the said issue of the said convertible debentures of the said Consolidated Gas Company to the amount of \$25,000,000 face value payable at a period of more than twelve months after the date thereof, and by the issue of the said capital stock of the said Consolidated Gas Company to the said amount of \$25,000,000 par value for redemption of said debentures, is necessary to and reasonably required by said company for the discharge or lawful refunding of its obligations for acquisition of property or for reimbursement of moneys actually expended from income, or from other moneys in the treasury of the corporation not secured by or obtained from the issue of stocks, bonds, notes or other evidence of indebtedness, for acquisition of property, and particularly for the purposes which are hereinafter stated in this order; and

(2) That said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered*, That the Consolidated Gas Company of New York be and it hereby is authorized to issue its convertible debentures in denominations of \$500 or multiples thereof, aggregating the par value of twenty-five million dollars, payable in five years, bearing interest at the rate of six per cent per annum, convertible at the option of the holder into the capital stock of the Consolidated Gas Company of New York three years from the date thereof or on any interest date subsequent thereto and within five years from the date thereof upon the basis of one share of such stock for each one hundred dollars par value of debentures surrendered.

Section 3. *It is further ordered*, That the Consolidated Gas Company of New York be and it is hereby authorized to issue its further capital stock to the amount of twenty-five million dollars par value and that all the said capital stock hereby authorized shall be common stock of said company.

Section 4. *It is further ordered*, That the said issue of convertible debentures hereby authorized and said issue of further capital stock hereby authorized, by the said Consolidated Gas Company of New York are authorized upon the conditions following and not otherwise, to wit:

First: That the said Consolidated Gas Company shall sell the said debentures so as to net the said company not less than the face value thereof and accrued interest and that the proceeds thereof shall be applied only to the following purposes, that is to say:

1. For the reimbursement of moneys actually expended from income or from other moneys in the treasury not secured or obtained from the issue of stocks, bonds, notes or other evidences of indebtedness for the following purposes:

(a) For the acquisition at par of capital stock of the New York Edison Company, issued by authority of the Commission March 11, 1910 (Case 1218)..... \$5,102,400

(b) For the acquisition at par of capital stock of the New York Edison Company and of the Astoria Light, Heat and Power Company out of a total issue of \$25,300,000 authorized by the Commission May 4, 1914 (Cases 1717 and 1718)..... 12,397,600

\$17,500,000

2. To discharge \$5,000,000 principal of its eight-months' collateral trust notes (the proceeds of which were employed to discharge \$5,000,000 par value of its twelve-months' collateral trust notes due August 10, 1913), or any renewal of said eight months collateral trust notes..... \$5,000,000

3. To discharge the principal of its demand notes issued in 1906 and 1907..... 2,500,000

\$25,000,000

Second: That the said Consolidated Gas Company shall issue the said capital stock hereby authorized only in order to redeem the said convertible debentures hereby authorized upon the basis of one share of such stock of the par value of \$100 for each \$100 face value of debentures surrendered.

Third: That the said Consolidated Gas Company of New York shall keep separate, true and accurate accounts showing the receipt and application in detail of

the proceeds of the sale or disposal of the debentures hereby authorized to be issued and on or before the tenth day of each month the company shall make verified reports to the Commission stating the sale or sales of said debentures during the previous month, the terms and conditions of sale, the moneys realized therefrom and the use and application of such moneys, and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Fourth: That the authority hereby given to issue said debentures shall apply only to debentures issued by the said company on or before the 31st day of December, 1914.

Fifth: That the authority hereby given to issue such further capital stock shall apply only to stock issued by the said company within five years from the said date of issue of the debentures hereby authorized and not later than December 31, 1919.

Section 5. *It is ordered,* That this order take effect on the 1st day of December, 1914, and, except as provided in the fourth and fifth paragraphs of Section 4 limiting the duration of the authority to issue such debentures and such stock hereby granted, continue in force until otherwise ordered by the Commission, and that within ten days after service upon it of a copy of this order said Consolidated Gas Company of New York notify the Commission whether the terms of this order are accepted and will be obeyed.

On December 8, 1914, the Commission issued the following order:

CASE NO. 1823, ORDER GRANTING EXTENSION OF TIME WITHIN WHICH DEBENTURES AND STOCK MAY BE ISSUED

(December 8, 1914)

An order having been made herein December 1, 1914, authorizing the issuance by Consolidated Gas Company of New York of \$25,000,000 face value of convertible debentures and \$25,000,000 par value of further capital stock with which to redeem the said convertible debentures, for certain purposes and upon certain terms and conditions therein set forth; and in and by subdivision Fourth of Section 4 of said order it being provided that the authority to issue such debentures should apply only to debentures issued by said company on or before December 31, 1914, and by subdivision Fifth of Section 4 of said order it being provided that the authority to issue such stock should apply only to stock issued by the said company within five years from the date of issue of the debentures by said order authorized and not later than December 31, 1919; and the Consolidated Gas Company of New York, having orally made application by R. A. Carter, Vice-President and Secretary, to the Commission for an extension of time within which such debenture bonds may be issued, and the reasons assigned therefor appearing satisfactory to the Commission, it is

Ordered, That subdivisions Fourth and Fifth of Section 4 of the order of the Commission made and filed herein December 1, 1914, be and the same hereby are respectively amended to read as follows:

"Fourth: That the authority hereby given to issue said debentures shall apply only to debentures issued by the said company on or before the 30th day of June, 1915.

"Fifth: That the authority hereby given to issue such further capital stock shall apply only to stock issued by the said company within five years from the said date of issue of the debentures hereby authorized and not later than June 30, 1920."

and it is further

Ordered, That this order take effect on the 8th day of December, 1914, and continue in force until otherwise ordered by the Commission, and that within ten days after service upon it of a copy of this order said Consolidated Gas Company of New York notify the Commission whether the terms of this order are accepted and will be obeyed.

On December 18, 1914, Commissioner Maltbie filed an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 339).

Dry Dock, East Broadway and Battery Railroad Company—Application for approval of mortgage and issue of \$2,800,000 bonds

Case No. 1715,
Further Hearing Resolution
Opinions
Denial Order
Rehearing Resolution
Order after Rehearing

This proceeding was begun upon the application of the Dry Dock, East Broadway and Battery Railroad Company for the consent of the Commission to make and issue its refunding mortgage and deed of trust to the Central Trust Company of New York, as trustee, and to issue thereunder \$500,000 series B bonds and

\$2,240,000 series C bonds to refund certain of its debts and obligations. Hearings were had on August 26 and on subsequent dates to September 10, 1913. The Commission, on February 17, 1914, directed (see blank form of hearing resolution, page 381) that a further hearing be had on February 20, 1914. Hearing was had on February 20, 1914, and closed. On March 3, 1914, the Commission rendered opinions (see 5 P. S. C. R. [1st Dist. N. Y.], 141).

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION
OF THE
DRY DOCK, EAST BROADWAY AND BATTERY RAILROAD
COMPANY for the consent of the Public Service Commission for the First District to make and issue its refunding mortgage and deed of trust to CENTRAL TRUST COMPANY OF NEW YORK, as TRUSTEE, and to issue thereunder \$560,000 Series B Bonds and \$2,240,000 Series C Bonds to refund certain of its debts and obligations

Case No. 1715,
Order Denying Application
April 28, 1914

The Dry Dock, East Broadway and Battery Railroad Company having applied to this Commission by petition dated and verified July 31, 1913, for the consent of the Commission to the issue by said company of its refunding mortgage and deed of trust to Central Trust Company of New York as trustee and to the issue thereunder of about \$560,000 series B bonds and \$2,240,000 series C bonds to refund its debts and obligations as in said petition set forth, and a hearing having been duly held upon said application on August 26, 1913, and September 10, 1913, before Hon. George V. S. Williams, Commissioner, and the company having been given an opportunity to present argument before the whole Commission on January 23, 1914, and on February 20, 1914, Morgan J. O'Brien, Herbert J. Bickford and Henry M. Ward appearing for the applicant,

Now, therefore, it is

Ordered, That said application be and the same hereby is denied.

A petition verified May 4, 1914, from the Dry Dock, East Broadway and Battery Railroad Company and Ralph J. Jacobs, Frederick H. Ecker and S. Sidney Smith as a Protective Committee of note holders of the company, having been made for a rehearing, the Commission, on July 30, 1914, directed that a rehearing be had on September 11, 1914. Rehearings were had on September 11, 1914, and on subsequent dates to September 24, 1914.

Thereupon the Commission issued the following order:

CASE NO. 1715, ORDER AFTER REHEARING

(December 11, 1914)

The Dry Dock, East Broadway and Battery Railroad Company and Ralph J. Jacobs, Frederick H. Ecker and S. Sidney Smith as Protective Committee, having made and filed a petition verified May 4, 1914, to this Commission for a rehearing in this proceeding; and such rehearing having been granted and having been held on September 11, 16, 17, 23 and 24, 1914, Honorable Milo R. Maltbie and Honorable Robert C. Wood, Commissioners, presiding, Evarts, Choate and Sherman, Esquires, by Herbert J. Bickford, Esq., Henry M. Ward, Esquire, and Nathan Ottlinger, Esquire, appearing for the petitioners; and due deliberation having been had, it is

Ordered, That the order duly made in this proceeding on April 28, 1914, denying the application of the Dry Dock, East Broadway and Battery Railroad Company for the consent of the Commission to the issue by the said company of its refunding mortgage and deed of trust to the Central Trust Company of New York, as trustee, and to the issue thereunder of about \$560,000 series B bonds and \$2,240,000 series C bonds to refund its debts and obligations as in said application set forth, be and the same hereby is in all respects confirmed.

On December 23, 1914, there were served upon the Commission, a petition for a writ of certiorari, an order for a writ of certiorari made on December 23, 1914, by Honorable Leonard A. Glegerich, a justice of the Supreme Court, and a writ of certiorari issued on December 23, 1914, by the clerk of the Supreme Court, county of New York, in a proceeding brought in the Supreme Court, New York county, by the People of the State of New York, on the relation of the Dry Dock, East Broadway and Battery Railroad Company and Ralph J. Jacobs, Frederick H. Ecker and S. Sidney Smith, as a Protective Committee for the benefit of the holders of five per cent certificates, etc., against the Public Service Commission for the First District

of the State of New York *et al.* to review the orders in this proceeding, adopted April 28, 1914, and December 11, 1914, denying the application of the Dry Dock, East Broadway and Battery Railroad Company for the approval of the issue of a refunding mortgage and of certain bonds thereunder. On December 29, 1914, the foregoing petition, order and writ of certiorari were referred to the Counsel to the Commission for appropriate action.

Dry Dock, East Broadway and Battery Railroad Company — Application for approval of issue of supplemental mortgage

Case No. 1866,
Order Granting Application

IN THE MATTER OF THE APPLICATION
OF

THE DRY DOCK, EAST BROADWAY AND BATTERY RAILROAD COMPANY for leave to issue a mortgage supplemental to its general mortgage dated December 1, 1892.

Case No. 1866,
Order Granting Application
September 22, 1914

Section 1. Application having been made to the Public Service Commission for the First District by The Dry Dock, East Broadway and Battery Railroad Company under the provisions of the Railroad Law for the consent of the Commission to the issuance by said company of a supplemental mortgage to The Farmers Loan and Trust Company as trustee, which supplemental mortgage is dated June 19, 1914:

And it appearing that on or about December 1, 1892, said Railroad Company made, executed and delivered its general mortgage and deed of trust dated December 1, 1892, to The Farmers Loan and Trust Company as trustee, in and by which mortgage said company granted and conveyed to the trustee the railroads, rights, privileges and franchises therein mentioned and described upon the trusts therein expressed and declared and to secure the payment of the bonds therein mentioned and described, including the railroads and the rights, privileges and franchises to operate the same in or upon Lispenard street from Broadway to Church street and in or upon Broadway from Lispenard street to Canal street;

And it appearing that the rights, privileges and franchises of said company on Lispenard street from Broadway to Church street and on Broadway from Lispenard street to Canal street have been duly forfeited, vacated and annulled, and that said company has procured from The City of New York by franchise contract dated January 16, 1913, the right, privilege and franchise to construct, maintain and operate a single track extension in and upon the following substituted route, and has procured from this Commission permission to exercise said franchise:

Beginning at and connecting with the existing tracks of the Railroad Company in Canal street at or near the easterly side of Broadway; thence westerly and crossing Broadway and in, upon and along Canal street to Church street; thence southerly in, upon and along Church street to Lispenard street, and there connecting with the existing tracks of the Railroad Company in said street; and to cross such other streets and avenues, named and unnamed, as may be encountered in said route;

And it appearing that the only purpose of said supplemental mortgage dated June 19, 1914, is to bring in said substituted route and subject the same to the lien of the original mortgage;

Section 2. *It is ordered*, That the Public Service Commission for the First District does hereby consent to the issuance by said The Dry Dock, East Broadway and Battery Railroad Company unto said The Farmers Loan and Trust Company as trustee of said supplemental mortgage dated June 19, 1914, covering said substituted route, said supplemental mortgage to be in the form attached to the petition herein. The form of such supplemental mortgage submitted by said The Dry Dock, East Broadway and Battery Railroad Company to the Commission is hereby approved and ordered filed and properly identified by reference thereon to the case number under which this order is issued.

Hudson and Manhattan Railroad Company — Application for approval of issue of bonds in connection with readjustment of company's debt

Case No. 1680,
Resolution Authorizing Withdrawal of
Proceeds

This proceeding was begun upon the application of the Hudson and Manhattan Railroad Company, under Section 8 of the Railroad Law and Section 55 of the

Public Service Commissions Law, for the consent of the Commission to the creation and delivery of a first lien and refunding mortgage for \$85,000,000 and the issuance of \$37,035,000 of bonds thereunder, and the creation and delivery of an adjustment income mortgage for \$33,574,000 and the issuance of \$33,574,000 of bonds thereunder. Hearings were had on May 14 and on subsequent dates to July 1, 1913. The Commission on July 1, 1913, issued an order consenting to the execution and issuance of two certain mortgages by the Hudson and Manhattan Railroad Company and the issuance of bonds thereunder to the amount of \$70,609,000. On July 15, 1913, the Commission issued an order amending the order of July 1, 1913.

The company applied under date of December 8, 1913, for authority to withdraw \$150,000 from the proceeds of the sale of its first lien and refunding mortgage bonds, said issue of bonds having been authorized by the order of July 1, 1913, as amended.

Thereupon the Commission adopted the following resolution:

IN THE MATTER OF THE APPLICATION
OF THE

HUDSON AND MANHATTAN RAILROAD COMPANY under Section 8 of the Railroad Law and Section 55 of the Public Service Commissions Law for the consent of the Commission to the creation and delivery of a First Lien and Refunding Mortgage for \$85,000,000 and the issuance of \$37,035,000 of bonds thereunder and to the creation and delivery of an Adjustment Income Mortgage for \$33,574,000 and the issuance of \$33,574,000 of bonds thereunder.

Case No. 1680,
Resolution Authorizing
Withdrawal of Proceeds
of Bonds to the Amount
of \$150,000
March 10, 1914

Whereas, Hudson and Manhattan Railroad Company by application dated December 8, 1913, applied to the Commission for authority to withdraw \$150,000 proceeds from the sale of its first lien and refunding mortgage bonds, said issue of bonds to the amount of \$37,035,000 face value of principal having been authorized by order of the Commission dated July 1, 1913, as amended by order dated July 15, 1913,

Resolved, That Hudson and Manhattan Railroad Company be and hereby is authorized to withdraw cash derived from the sale of the aforesaid first lien and refunding mortgage bonds to the amount of \$150,000 and apply the said amount to the payment of charges for improvements in accordance with the provisions of clause (b) under heading designated 1 of subdivision (2) of paragraph First of Section 5 of the said order of the Commission dated and filed July 1, 1913, as amended by order dated and filed July 15, 1913, as said charges for improvements are enumerated and set forth in Schedule A attached to said application entitled "Hudson and Manhattan Railroad Company Statement Accounting for Expenditure of \$150,000 Improvement Fund," and that said statement, Schedule A, be and the same hereby is to the extent of \$150,000 approved by the Commission.

**Hudson and Manhattan Railroad Company — Application for approval of issue
of \$154,000 additional bonds**

Case No. 1805,
Hearing Resolution
Order Granting Application
Extension Order
Modifying and Extension Order

This proceeding was begun upon the application of the Hudson and Manhattan Railroad Company, under Section 55 of the Public Service Commissions Law for authority to issue \$154,000 face value of first lien and refunding mortgage bonds. The Commission on March 10, 1914, directed (see blank form of hearing resolution with notice, page 380) that a hearing be had on March 20, 1914, and that the company publish due notice thereof. A hearing was had on March 20, 1914.

Thereupon the Commission issued the following order :

IN THE MATTER
OF THE
Application of HUDSON AND MANHATTAN RAILROAD
COMPANY under Section 55 of the Public Service
Commissions Law for an order authorizing the
issuance of \$154,000 face value of first lien and
refunding mortgage bonds.

Case No. 1805,
Order Consenting to the
issuance of \$154,000
Face Value of Bonds
April 7, 1914

Section 1. Application having been made to the Public Service Commission for the First District by Hudson & Manhattan Railroad Company by its petition verified February 26, 1914, under the provisions of the Public Service Commissions Law for the consent of the Commission to the issuance by said company of \$154,000 face value of first lien and refunding mortgage bonds under its first lien and refunding mortgage to Central Trust Company of New York as trustee, dated February 1, 1913, and a hearing having been duly had upon said application before the Commission, Honorable George V. S. Williams, Commissioner, presiding, and it being now the opinion of the Commission

(1) That the money to be procured by the issue of \$154,000 face value of first lien and refunding mortgage bonds of the Hudson & Manhattan Railroad Company payable at a period of more than twelve (12) months after the date thereof is necessary to and reasonably required by said company for the reimbursement of moneys actually expended from income, or from other moneys in the treasury not secured by or obtained from the issue of stocks, bonds, notes or other evidences of indebtedness, for the discharge of its obligations, and particularly for the purposes which are hereinafter stated in this order and

(2) That except as to the following specified amounts of said first lien and refunding mortgage bonds authorized to be issued hereunder for the purposes following, to wit: Twenty-three thousand one hundred dollars (\$23,100) or so much thereof as may be necessary to pay expenses of sale of the bonds hereby authorized and to make up discount;

said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by the said Hudson & Manhattan Railroad Company of one hundred and fifty-four thousand dollars (\$154,000) face value of principal of first lien and refunding mortgage bonds of said company dated as of February 1, 1913, or as of the date of issue, due February 1, 1957, redeemable at 105 per cent of the face value thereof, besides accrued interest on any interest day and bearing interest at 5 per cent per annum payable semi-annually under and in pursuance of the terms of the said first lien and refunding mortgage dated February 1, 1913, to Central Trust Company of New York as trustee.

Section 3. *It is ordered*, That said issue of bonds is authorized upon the conditions following and not otherwise, to wit:

First: That so many of the bonds as shall be sold shall be sold by the said Hudson & Manhattan Railroad Company so as to net the said company not less than eighty-five per cent of the par or face value of the principal thereof besides interest accrued thereon, and that the proceeds thereof shall be applied only to the following purposes, that is to say:

1. Toward reimbursement of moneys expended from income, or other moneys in the treasury of said corporation not secured by or obtained from the issue of stocks, bonds, notes or other evidence of indebtedness, and used to pay obligations described below, not to exceed \$134,000
Said obligations being described as follows:

(a) A certain mortgage for the principal sum of \$42,000 to John H. Lockman due January 2, 1914	\$42,000
(b) A payment under agreement for the conditional sale of rolling stock dated March 1, 1909, due September 1, 1913.....	46,000
(c) Payment under agreement for the conditional sale of rolling stock dated October 1, 1910, due October 1, 1913.....	25,000
(d) Payment under agreement for the conditional sale of rolling stock dated August 1, 1911, due February 1, 1914	21,000
	<hr/>
	\$134,000

2. For expenses of sale of bonds hereby authorized and to make up the discount or deficiency, if any, in the amount realized from the sale to net not less than eighty-five per cent of par of the bonds sold for the purposes specified in subdivision 1 to be applied pro rata for the purposes therein stated not exceeding the sum of \$23,100.

Second: That the said \$23,100 face value of said first lien and refunding mortgage bonds authorized to be issued as aforesaid for expenses of sale and to make up discount shall be amortized prior to the maturity of the said bonds out of the income of the company by the establishment and maintenance of an amortization fund, and that the said Hudson & Manhattan Railroad Company shall pay in cash into said fund out of the income of said company in each calendar year beginning with the year 1914 an amount of money which shall not be less than \$281 plus 4½ per cent upon all prior payments into said fund until said fund shall amount to \$23,100. Said fund shall be used only for the purchase and retirement of first lien and refunding mortgage bonds of said company or for the acquisition of property for capital or investment purposes and may be administered in conjunction with the similar amortization fund established by the company pursuant to the order of the Commission authorizing issue of bonds under said mortgage made and filed July 1, 1913, as amended by order made and filed July 15, 1913.

Third: That the said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the bonds hereby authorized to be issued and on or before the 10th day of each month the company shall make verified reports to the Commission stating the sale or sales of said bonds during the previous month, the terms and conditions of sale, the moneys realized therefrom and the use and application of said moneys and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Fourth: That the authority hereby given to issue such bonds shall apply only to bonds issued by the said company on or before the 30th day of June, 1914.

Section 3. *It is hereby ordered.* That this order take effect on the 7th day of April, 1914, and except as provided in the Fourth subdivision of Section 3 limiting the duration of the authority to issue such bonds herein granted continue in force until otherwise ordered by the Commission, and that within ten days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

The company, under date of June 11, 1914, having made application for an extension of time within which to issue bonds authorized by the order of April 7, 1914, the Commission on the June 23, 1914, issued an order (see blank form of extension order, page 379) extending the time to December 31, 1914.

On December 11, 1914, the Commission issued the following order:

**CASE NO. 1805, ORDER MODIFYING ORDER OF APRIL 7, 1914, AND GRANTING FURTHER
EXTENSION TO JUNE 30, 1915**

(December 11, 1914)

An order having been made herein April 7, 1914, authorizing the issuance by Hudson & Manhattan Railroad Company of \$154,000 face value of first lien and refunding mortgage bonds under its first lien and refunding mortgage to Central Trust Company of New York as trustee, dated February 1, 1913, for certain purposes and upon certain terms and conditions therein set forth: and in and by subdivision Fourth of Section 3 of said order it being provided that the authority to issue such bonds should apply only to bonds issued by the said company on or before the 30th day of June, 1914, and the said time having been extended by order of the Commission made and filed June 23, 1914, so that said time now expires on December 31, 1914; and the said Hudson & Manhattan Railroad Company having now made application to the Commission by a communication dated December 9, 1914, for modification of the said order of April 7, 1914, and for a further extension of time to June 30, 1915, as in said application set forth and the reasons assigned for such modifications and for such extension appearing satisfactory to the Commission, *it is now ordered*, That said order is hereby amended to read as follows:

Section 1. Application having been made to the Public Service Commission for the First District by Hudson & Manhattan Railroad Company by its petition verified February 26, 1914, under the provisions of the Public Service Commissions Law for the consent of the Commission to the issuance by said company of \$154,000 face value of first lien and refunding mortgage bonds under its first lien and refunding mortgage to Central Trust Company of New York as trustee, dated February 1, 1913, and a hearing having been duly had upon said application before the Commission, Honorable George V. S. Williams, Commissioner, presiding, and it being now the opinion of the Commission

(1) That the money to be procured by the issue of \$154,000 face value of first lien and refunding mortgage bonds of the Hudson & Manhattan Railroad Company payable at a period of more than twelve months after the date thereof is necessary to and reasonably required by said company for the reimbursement of moneys actually expended from income or from other moneys in the treasury not secured by or obtained from the issue of stocks,

bonds, notes or other evidence of indebtedness, for the discharge of its obligations, and particularly for the purposes which are hereinafter stated in this order and

(2) That, except as to the following specified amounts of said first lien and refunding mortgage bonds authorized to be issued hereunder for the purposes following, to wit, thirty thousand eight hundred dollars (\$30,800) or so much thereof as may be necessary to pay expenses of sale of the bonds hereby authorized and to make up discount,

said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by the said Hudson & Manhattan Railroad Company of one hundred and fifty-four thousand dollars (\$154,000) face value of principal of first lien and refunding mortgage bonds of said company dated as of February 1, 1913, or as of the date of issue, due February 1, 1957, redeemable at 105 per cent of the face value thereof, besides accrued interest on any interest day and bearing interest at 5 per cent per annum payable semi-annually under and in pursuance of the terms of the said first lien and refunding mortgage dated February 1, 1913, to Central Trust Company of New York as trustee.

Section 3. *It is ordered*, That said issue of bonds is authorized upon the conditions following and not otherwise, to wit:

First: That so many of the bonds as shall be sold shall be sold by the said Hudson & Manhattan Railroad Company so as to net the said company not less than eighty per cent of the par or face value of the principal thereof besides interest accrued thereon, and the proceeds thereof shall be applied only to the following purposes, that is to say:

1. Toward reimbursement of moneys to be expended from income, or other moneys in the treasury of said corporation not secured by or obtained from the issue of stocks, bonds, notes or other evidence of indebtedness, and used to pay obligations described below, not less than \$123,200

Said obligations being described as follows:

(a) A certain mortgage for the principal sum of \$42,000 to John H. Lockman due January 2, 1914	\$42,000
(b) A payment under agreement for the conditional sale of rolling stock dated March 1, 1909, due September 1, 1913	46,000
(c) Payment under agreement for the conditional sale of rolling stock dated October 1, 1910, due October 1, 1913	25,000
(d) Payment under agreement for the conditional sale of rolling stock dated August 1, 1911, due February 1, 1914	21,000
	<hr/> \$134,000 <hr/>

2. For expenses of sale of bonds hereby authorized and to make up the discount or deficiency, if any, in the amount realized from the sale, to net not less than eighty per cent of par of the bonds sold for the purposes specified in subdivision 1 to be applied pro rata for the purposes therein stated, not to exceed the sum of \$30,800.

Second: That the said \$30,800 face value of said first lien and refunding mortgage bonds authorized to be issued as aforesaid for expenses of sale and to make up discount shall be amortized prior to the maturity of the said bonds out of the income of the company by the establishment and maintenance of an amortization fund and that the said Hudson and Manhattan Railroad Company shall pay in cash into said fund out of the income of said company in each calendar year beginning with the year 1914 an amount of money which shall not be less than one per cent of the amount of said discount and expense not exceeding \$30,800, plus four and one-half per cent upon all prior payments into said fund until said fund shall amount to \$30,800. Said fund shall be used only for the purchase and retirement of first lien and refunding mortgage bonds of said company or for the acquisition of property for capital or investment purposes and may be administered in conjunction with the similar amortization fund established by the company pursuant to the order of the Commission authorizing the issue of bonds under said mortgage made and filed July 1, 1913, as amended by order made and filed July 15, 1913.

Third: That the said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the bonds hereby authorized to be issued and on or before the 10th day of each month the company shall make verified reports to the Commission stating the sale or sales of said bonds during the previous month, the terms and conditions of sale, the moneys realized therefrom and the use and application of said moneys and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Fourth: That the authority hereby given to issue such bonds shall apply only to bonds issued by the said company on or before the 30th day of June, 1915.

It is further ordered, That this order take effect on the 11th day of December, 1914, and continue in force until otherwise ordered by the Commission and that within ten days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

Hudson and Manhattan Railroad Company — Application for approval of issue of \$202,500 additional bonds

Case No. 1845, Hearing Resolution Approval Order

This proceeding was begun upon the application of the Hudson and Manhattan Railroad Company, under Section 55 of the Public Service Commissions Law, for authority to issue \$202,500 face value of first lien and refunding mortgage bonds. The Commission on July 1, 1914, directed (see blank form of hearing resolution, with notice, page 380) that a hearing be had on July 9, 1914, and that the company publish due notice thereof. Hearing was had on July 9, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Application of HUDSON AND MANHATTAN RAILROAD COMPANY under Section 55 of the Public Service Commissions Law for an order authorizing the issuance of \$202,500 face value of first lien and refunding mortgage bonds.

Case No. 1845,
Order Authorizing Issue of
\$202,500 Face Value of
Bonds
July 31, 1914

Section 1. Application having been made to the Public Service Commission for the First District by Hudson & Manhattan Railroad Company by its petition verified June 27, 1914, under the provisions of the Public Service Commissions Law for the consent of the Commission to the issuance by said company of \$202,500 face value of first lien and refunding mortgage bonds under its first lien and refunding mortgage to Central Trust Company of New York as trustee, dated February 1, 1913, and a hearing having been duly had upon said application before the Commission, Honorable George V. S. Williams, Commissioner, presiding, and it being now the opinion of the Commission

(1) That the money to be procured by the issue of \$202,500 face value of first lien and refunding mortgage bonds of the Hudson & Manhattan Railroad Company payable at a period of more than twelve months after the date thereof is necessary to and reasonably required by said company for the reimbursement of moneys actually expended from income, or from other moneys in the treasury of said company not secured by or obtained from the issue of stocks, bonds, notes or other evidences of indebtedness, for the construction, completion, extension or improvement of its facilities, and particularly for the purposes which are hereinafter stated in this order and

(2) That except as to the following specified amounts of said first lien and refunding mortgage bonds authorized to be issued hereunder for the purposes following, to wit: \$40,500, or so much thereof as may be necessary, to pay the expenses of sale of the bonds hereby authorized and to make up discount;

said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered,* That the Public Service Commission for the First District does hereby authorize the issue by the said Hudson & Manhattan Railroad Company of two hundred and two thousand five hundred dollars face value of the principal of first lien and refunding mortgage bonds of said company dated as of February 1, 1913, or as of the date of issue, due February 1, 1957, redeemable at 105 per cent of the face value thereof besides accrued interest, on any interest day and bearing interest at 5 per cent per annum payable semi-annually under and in pursuance of the terms of the said first lien and refunding mortgage dated February 1, 1913, to Central Trust Company of New York as trustee.

Section 3. *It is ordered,* That said issue of bonds is authorized upon the conditions following and not otherwise, to wit:

First: That so many of the bonds as shall be sold shall be sold by the said Hudson & Manhattan Railroad Company so as to net the said company not less than 80 per cent of the par or face value of the principal thereof besides interest accrued thereon and that the proceeds thereof shall be applied only to the following purposes, that is to say:

1. Toward reimbursement of moneys expended from income or other moneys in the treasury of the said corporation not secured by or obtained from the issue of stocks, bonds, notes or other evidence of indebtedness and applied to construction, completion, extension or improvement of the facilities of the said company during the periods specified below, not less than.

\$162,000

Said expenditures being in amounts and for periods reported heretofore as follows:

To September 30, 1913, less \$150,000 allowed heretofore	
in Case 1680, an amount not to exceed.....	\$26,020 70
October, 1913	25,087 55
November, 1913	32,195 92
December, 1913	27,106 26
January, 1914	24,118 20
February, 1914	19,842 03
March, 1914	22,329 00
April, 1914	14,881 16
May, 1914	12,587 26
Total	<u>\$204,148 17</u>

2. For expenses of sale of bonds hereby authorized and to make up the discount or deficiency, if any, in the amount realized from the sale to net not less than 80 per cent of par of the bonds sold for the purposes specified in subdivision 1 to be applied for the purposes therein stated not exceeding the sum of

\$40,500

Second: That the amount of discount and expenses sustained in the sale of the bonds hereby authorized not exceeding \$40,500 shall be amortized out of the income of the company by the establishment and maintenance of an amortization fund and that the said Hudson & Manhattan Railroad Company shall pay in cash into said fund out of the income of said company in each calendar year beginning with the year 1914 an amount of money which shall not be less than one per cent of the amount of said discount and expense not exceeding \$40,500 plus $4\frac{1}{4}$ per cent upon all prior payments into said fund until said fund shall equal the amount of said discount and expense. Said fund shall be used only for the purchase and retirement of first lien and refunding mortgage bonds of said company or for the acquisition of property for capital or investment purposes and may be administered in conjunction with the similar amortization funds established by the company pursuant to the orders of the Commission authorizing the issue of bonds under said mortgage made and filed July 1, 1913, as amended by order made and filed July 15, 1913, and pursuant to the order of the Commission authorizing the issue of bonds under said mortgage made and filed April 7, 1914.

Third: That the said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the bonds hereby authorized to be issued and on or before the 10th day of each month the company should make verified reports to the Commission stating the sale or sales of said bonds during the previous month, the terms and conditions of sale, the moneys realized therefrom, and the use and application of said moneys, and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Fourth: That the authority hereby given to issue such bonds shall apply only to the bonds issued by the said company on or before the 30th day of June, 1915.

Section 4. *It is hereby ordered,* That this order take effect on the 31st day of July, 1914, and, except as provided in the Fourth subdivision of Section 3 limiting the duration of the authority to issue such bonds herein granted, continue in force until otherwise ordered by the Commission, and that within 10 days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

Kings County Lighting Company—Application for approval of issue of \$729,000 additional bonds

Case No. 1474, Resolution Authorizing Withdrawal of Proceeds

This proceeding was begun upon the application of the Kings County Lighting Company for an order authorizing the issue of a further sum of \$729,000 par value of bonds under its mortgage or deed of trust dated July 1, 1904. Hearings were had during 1912 to July 30th. On July 31, 1912, the Commission issued an order authorizing the issue of \$625,000 of bonds upon certain conditions. On April 18, July 3 and December 12, 1913, the Commission adopted resolutions author-

Fourth: That the authority hereby given to issue such bonds shall apply only to bonds issued by the said company on or before the 30th day of June, 1915.

It is further ordered, That this order take effect on the 11th day of December, 1914, and continue in force until otherwise ordered by the Commission and that within ten days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

Hudson and Manhattan Railroad Company — Application for approval of issue of \$202,500 additional bonds

Case No. 1845,
Hearing Resolution
Approval Order

This proceeding was begun upon the application of the Hudson and Manhattan Railroad Company, under Section 55 of the Public Service Commissions Law, for authority to issue \$202,500 face value of first lien and refunding mortgage bonds. The Commission on July 1, 1914, directed (see blank form of hearing resolution, with notice, page 380) that a hearing be had on July 9, 1914, and that the company publish due notice thereof. Hearing was had on July 9, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Application of HUDSON AND MANHATTAN RAILROAD COMPANY under Section 55 of the Public Service Commissions Law for an order authorizing the issuance of \$202,500 face value of first lien and refunding mortgage bonds.

Case No. 1845,
Order Authorizing Issue of
\$202,500 Face Value of
Bonds
July 31, 1914

Section 1. Application having been made to the Public Service Commission for the First District by Hudson & Manhattan Railroad Company by its petition verified June 27, 1914, under the provisions of the Public Service Commissions Law for the consent of the Commission to the issuance by said company of \$202,500 face value of first lien and refunding mortgage bonds under its first lien and refunding mortgage to Central Trust Company of New York as trustee, dated February 1, 1913, and a hearing having been duly had upon said application before the Commission, Honorable George V. S. Williams, Commissioner, presiding, and it being now the opinion of the Commission

(1) That the money to be procured by the issue of \$202,500 face value of first lien and refunding mortgage bonds of the Hudson & Manhattan Railroad Company payable at a period of more than twelve months after the date thereof is necessary to and reasonably required by said company for the reimbursement of moneys actually expended from income, or from other moneys in the treasury of said company not secured by or obtained from the issue of stocks, bonds, notes or other evidences of indebtedness, for the construction, completion, extension or improvement of its facilities, and particularly for the purposes which are hereinafter stated in this order and

(2) That except as to the following specified amounts of said first lien and refunding mortgage bonds authorized to be issued hereunder for the purposes following, to wit: \$40,500, or so much thereof as may be necessary, to pay the expenses of sale of the bonds hereby authorized and to make up discount;

said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered,* That the Public Service Commission for the First District does hereby authorize the issue by the said Hudson & Manhattan Railroad Company of two hundred and two thousand five hundred dollars face value of the principal of first lien and refunding mortgage bonds of said company dated as of February 1, 1913, or as of the date of issue, due February 1, 1957, redeemable at 105 per cent of the face value thereof besides accrued interest, on any interest day and bearing interest at 5 per cent per annum payable semi-annually under and in pursuance of the terms of the said first lien and refunding mortgage dated February 1, 1913, to Central Trust Company of New York as trustee.

Section 3. *It is ordered,* That said issue of bonds is authorized upon the conditions following and not otherwise, to wit:

First: That so many of the bonds as shall be sold shall be sold by the said Hudson & Manhattan Railroad Company so as to net the said company not less than 80 per cent of the par or face value of the principal thereof besides interest accrued thereon and that the proceeds thereof shall be applied only to the following purposes, that is to say:

1. Toward reimbursement of moneys expended from income or other moneys in the treasury of the said corporation not secured by or obtained from the issue of stocks, bonds, notes or other evidence of indebtedness and applied to construction, completion, extension or improvement of the facilities of the said company during the periods specified below, not less than.

\$162,000

Said expenditures being in amounts and for periods reported heretofore as follows:

To September 30, 1913, less \$150,000 allowed heretofore in Case 1680, an amount not to exceed.....	\$28,020 70
October, 1913	25,067 55
November, 1913	32,195 92
December, 1913	27,106 26
January, 1914	24,118 29
February, 1914	19,842 03
March, 1914	22,329 00
April, 1914	14,881 16
May, 1914	12,587 26
Total	\$204,148 17

2. For expenses of sale of bonds hereby authorized and to make up the discount or deficiency, if any, in the amount realized from the sale to net not less than 80 per cent of par of the bonds sold for the purposes specified in subdivision 1 to be applied for the purposes therein stated not exceeding the sum of

\$40,500

Second: That the amount of discount and expenses sustained in the sale of the bonds hereby authorized not exceeding \$40,500 shall be amortized out of the income of the company by the establishment and maintenance of an amortization fund and that the said Hudson & Manhattan Railroad Company shall pay in cash into said fund out of the income of said company in each calendar year beginning with the year 1914 an amount of money which shall not be less than one per cent of the amount of said discount and expense not exceeding \$40,500 plus $4\frac{1}{2}$ per cent upon all prior payments into said fund until said fund shall equal the amount of said discount and expense. Said fund shall be used only for the purchase and retirement of first lien and refunding mortgage bonds of said company or for the acquisition of property for capital or investment purposes and may be administered in conjunction with the similar amortization funds established by the company pursuant to the orders of the Commission authorizing the issue of bonds under said mortgage made and filed July 1, 1913, as amended by order made and filed July 15, 1913, and pursuant to the order of the Commission authorizing the issue of bonds under said mortgage made and filed April 7, 1914.

Third: That the said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the bonds hereby authorized to be issued and on or before the 10th day of each month the company should make verified reports to the Commission stating the sale or sales of said bonds during the previous month, the terms and conditions of sale, the moneys realized therefrom, and the use and application of said moneys, and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Fourth: That the authority hereby given to issue such bonds shall apply only to the bonds issued by the said company on or before the 30th day of June, 1915.

Section 4. *It is hereby ordered,* That this order take effect on the 31st day of July, 1914, and, except as provided in the Fourth subdivision of Section 3 limiting the duration of the authority to issue such bonds herein granted, continue in force until otherwise ordered by the Commission, and that within 10 days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

Kings County Lighting Company—Application for approval of issue of \$729,000 additional bonds

Case No. 1474, Resolution Authorizing Withdrawal of Proceeds

This proceeding was begun upon the application of the Kings County Lighting Company for an order authorizing the issue of a further sum of \$729,000 par value of bonds under its mortgage or deed of trust dated July 1, 1904. Hearings were had during 1912 to July 30th. On July 31, 1912, the Commission issued an order authorizing the issue of \$625,000 of bonds upon certain conditions. On April 18, July 3 and December 12, 1913, the Commission adopted resolutions author-

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izing the withdrawal of proceeds derived from the sale of bonds authorized by the order adopted on July 31, 1912.

The Commission adopted the following resolution :

IN THE MATTER OF THE APPLICATION	
OF	
KINGS COUNTY LIGHTING COMPANY for an order authorizing the issuance of a further issue of \$729,000 par value of bonds under its mortgage or deed of trust to the Central Trust Company of New York as Trustee, dated July 1, 1904.	Case No. 1474, Resolution No. 4, Approving the Withdrawal of \$121,852.75 from the Proceeds of Sale of Bonds September 22, 1914

Whereas, Kings County Lighting Company applied to the Commission, by its application in writing presented July 6, 1914, for the approval of the withdrawal of the sum of \$123,385.52 from the proceeds derived from the sale of bonds authorized by order of the Commission in this proceeding, adopted July 31, 1912, on account of expenditures made during the period from October 1, 1913, to May 31, 1914; and

Whereas, The Commission has heretofore approved of the following withdrawals from said proceeds derived from said sale, to wit:

By resolution No. 1, dated April 18, 1913	\$60,736 92
By resolution No. 2, dated July 15, 1913	7,306 52
By resolution No. 3, dated December 12, 1913	128,542 40
Total	<u>\$196,675 84</u>

And

Whereas, After an examination and investigation of said application and the statement thereto annexed, marked schedule "A," it appears to the Commission that the withdrawal of the sum of \$121,852.75 of the amount so applied for should be approved,

Resolved, That the withdrawal by Kings County Lighting Company of the sum of \$121,852.75 from the proceeds derived from the sale of bonds authorized by order of the Commission, adopted July 31, 1912, on account of expenditures made during the period from October 1, 1913, to May 31, 1914, be and the same hereby is approved, said sum being represented by the amounts set forth in the following table:

TABLE 1—STATEMENT OF DEBITS AND CREDITS TO FIXED CAPITAL ACCOUNTS

From October 1, 1913, to May 31, 1914, inclusive, by the Kings County Lighting Company, as adjusted to conform to results of investigation by the Public Service Commission

NAME OF ACCOUNT	Account number	Debits	Credits
Construction.....	G 100	.....	\$1,935 77
Street mains.....			\$397 04
Services.....			176 06
Meters.....			64 97
Meter connections.....			402 27
Boiler feed line at works.....			194 34
Tar line at works.....			71 09
Oil tank No. 1 (19,000 gallons).....			630 00
Arc lamps.....	G 100	.....	66 00
Furniture and fixtures.....	G 100	.....	13 50
Fixed Capital, installed since December 31, 1908:			
Land used for gas purposes.....	G 100	\$1,393 88	.....
Assessments.....		\$1,393 88	
General structures.....	G 121	36,708 79	.....
Labor and materials.....			\$33,597 38
Total engineer and superintendent.....			2,249 08
Interest.....			862 33
General equipment.....	G 122	7,451 95	2,787 50
Labor and materials.....			\$7,451 95

TABLE 1 — (Continued)

NAME OF ACCOUNT.	Account number.	Debits.	Credits.
Furnaces, boilers and accessories.....	G 141a	5,885 74	
Labor and materials..... \$5,291 91			
Company's engineer and superintendent only..... 407 93			
Interest during construction..... 185 90			
Water gas sets and accessories.....	G 143a	1,049 95	
Labor and materials..... \$607 99			
Total engineer and superintendent..... 438 87			
Interest during construction..... 3 09			
Works and station structures.....	G 221	14,409 68	
Labor and materials..... \$12,947 69			
Total engineer and superintendent..... 951 76			
Interest during construction..... 570 23			
Purification apparatus.....	224	8,686 27	
Labor and materials..... \$7,061 20			
Total engineer and superintendent..... 613 03			
Interest during construction..... 1,012 04			
Accessory equipment at works.....	225	1,629 32	
Labor and materials..... \$1,244 40			
Total engineer and superintendent..... 162 77			
Interest during construction..... 222 15			
Trunk lines and mains.....	231	35,778 65	177 17
Labor and materials..... \$32,871 39			
Total engineer and superintendent..... 1,941 80			
Interest during construction..... 965 76			
Gas services.....	232	4,050 34	25 42
Labor and materials..... \$3,737 61			
Company's engineer and superintendent only..... 159 62			
Interest during construction..... 153 11			
Gas meters.....	233	6,761 08	162 33
Labor and materials..... \$6,725 01			
Interest during construction..... 36 07			
Gas meter installation.....	234	2,451 64	
Labor and materials..... \$2,378 62			
Interest during construction..... 73 02			
Gas engines and appliances.....	236	530 52	210 31
Materials only..... \$530 52			
Gas tools and implements.....	237	183 54	
Labor and materials..... \$177 46			
Interest during construction..... 6 08			
		\$127,031 35	\$5,378 80
Total debits from October 1, 1913, to May 31, 1914.....		\$127,031 35	
Total credits from October 1, 1913, to May 31, 1914.....			5,378 80
Net increase and debit balance.....			\$121,652 75

Further resolved, That this approval is given upon the condition that said Kings County Lighting Company shall correct its books by making the proper adjustment entries therein to conform with the foregoing table.

Further resolved, That this resolution shall take effect forthwith.

Long Acre Electric Light and Power Company — Application for approval of construction of electric plant and issuance of stocks and bonds**Case No. 1624,
Extension Orders**

This proceeding was begun upon the application of the Long Acre Electric Light and Power Company, pursuant to Sections 68 and 69 of the Public Service Commissions Law, for an order of the Commission permitting and approving the construction by said company of an electric plant, and authorizing the issuance by said company of stocks and bonds for certain purposes and under certain conditions. Hearings were had on January 29, and on subsequent dates to February 10, 1913. On March 5, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 38), and issued an order granting the application. The New York Edison Company, by petition dated March 6, 1913, having requested a rehearing in respect to the order of March 5, 1913, the Commission on March 11, 1913, issued an order denying the application for rehearing. On March 17, 1913, the New York Edison Company obtained in the Supreme Court, New York County, a writ of certiorari to review the determination of the Commission in this proceeding, which was presented at the meeting of the Commission on March 18, 1913, and referred to the Counsel to the Commission for attention. By a resolution adopted on April 15, 1913, a return to the writ was approved and the Chairman and Secretary were authorized to execute the same. On July 10, 1913, the Appellate Division of the Supreme Court for the First Department, rendered a decision dismissing the writ of certiorari and sustaining the order of the Commission. On December 19, 1913, the Court of Appeals affirmed the order of the Appellate Division.

The Long Acre Electric Light and Power Company by petition verified May 25, 1914, having made application for an extension of time to June 30, 1915, within which to issue stock and bonds authorized by order of March 5, 1913, the Commission, on June 5, 1914, issued an order (see blank form of extension order, page 379) granting the desired extension to September 30, 1914.

The company, by petition verified September 9, 1914, having made application for an extension of time to March 31, 1916, within which to issue stock and bonds authorized by order of March 5, 1913, the Commission, on September 22, 1914, issued an order (see blank form of extension order, page 379) granting the desired extension to December 31, 1914.

The company, by petition verified December 16, 1914, having made application for an extension of time to June 30, 1916, within which to issue stock and bonds authorized by order of March 5, 1913, the Commission, on December 22, 1914, issued an order (see blank form of extension order, page 379) granting the desired extension to March 1, 1915.

Manhattan and Queens Traction Corporation — Application for approval of issue of \$1,500,000 stock and \$1,500,000 bonds**Case No. 1650,
Approval Order
Extension Order
Opinions
Discontinuance Order**

This proceeding was begun upon the application of the Manhattan and Queens Traction Corporation, under Section 55 of the Public Service Commissions Law, for the approval by the Commission of the issuance of \$1,500,000 stock and \$1,500,000 bonds. Hearings were had on March 24, 1913, and on subsequent dates to September 16, 1913.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION
OF

MANHATTAN AND QUEENS TRACTION CORPORATION under
Section 8 of the Railroad Law and Section 55 of the
Public Service Commissions Law for authority to
execute a mortgage and to issue stock and bonds.

Case No. 1650,
Order Authorizing Issu-
ance of Stock
February 5, 1914

Section 1. Application having been made to the Public Service Commission for the First District by Manhattan & Queens Traction Corporation under provisions of the Public Service Commissions Law for the consent of the Commission to the issuance by said company of capital stock to the amount of one million five hundred thousand dollars (\$1,500,000) par value, and a hearing having been duly held upon said application before the Commission, Hon. George V. S. Williams presiding, and it being now the opinion of the Commission:

- (1) That the money to be procured by said issue of stock to the extent of seven hundred sixty-five thousand dollars (\$765,000) par value is reasonably required by said company for the acquisition of property and the construction, completion, extension or improvement of its facilities, and particularly for the purposes which are hereinafter stated in this order, and
- (2) That said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered*, That the Manhattan & Queens Traction Corporation be and hereby is authorized to issue its capital stock to the amount of seven hundred sixty-five thousand dollars (\$765,000) par value; that all the stock hereby authorized shall be common stock of said company to be issued at par for money and that the proceeds thereof shall be applied only to the following purposes, that is to say:

- (1) For the acquisition of property and the construction, completion, extension or improvement of its facilities..... \$765,000

Section 3. *It is ordered*, That the said issue of stock is authorized upon the conditions following and not otherwise:

First: That said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the stock hereby authorized to be issued and on or before the 10th day of each month the company shall make verified reports to the Commission stating the sale or sales of said stock during the previous month, the terms and conditions of sale, the money realized therefrom, and the use and application of such moneys; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Second: That none of the proceeds of the aforementioned stock hereby authorized shall be expended by the said company for the purposes herein specified until a bill for each proposed expenditure properly itemized and classified in accordance with the Uniform System of Accounts prescribed by the Commission for street railways shall have been submitted to the Commission by the company with the certificate of one of its officers made under oath that such expenditure represents the actual and necessary net cost in money and represents a real increase of its fixed capital as defined in the accounting rules of the Commission and not a replacement of any part of such fixed capital or a substitution for wasted capital or other loss properly chargeable to income, and until such bill shall have been approved by the Commission.

Third: That all franchise payments and other expenditures for the acquisition of rights or property to be held only till the termination of the franchise, shall be amortized prior to the expiration of the franchise.

Fourth: That the authority hereby given to issue such stock shall apply only to stock issued by the said company on or before the 30th day of June, 1914.

Section 4. Application having been made to the Public Service Commission for the First District by Manhattan & Queens Traction Corporation under provisions of the Railroad Law and the Public Service Commissions Law for the consent of the Commission to the execution and issuance of said company of a mortgage of ten million dollars (\$10,000,000) upon all its property and franchises, and to the issuance by said company of one million five hundred thousand dollars (\$1,500,000) par value of bonds under said mortgage, and a hearing having been duly held upon said application before the Commission, Hon. George V. S. Williams presiding; and it appearing that the proposed mortgage has not yet been consented to by the stockholders of the company and has not been filed with the Commission in the form in which the company proposes to execute it;

Section 5. *It is ordered*, That action on said application for authority to execute a mortgage and issue bonds be deferred until said company shall have filed with the Commission a copy of said proposed mortgage in the form in which the company proposes to execute it, together with a certified copy of the consent of the stockholders to the execution thereof.

Section 6. *It is ordered*, That this order take effect on the 5th day of February, 1914, and except as provided in the Fourth paragraph of Section 3, limiting the

duration of the authority to issue such stock herein granted, continue in force until otherwise ordered by the Commission, and that within ten (10) days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

Application dated February 16, 1914, having been made by the company for an extension of time to March 9, 1914, within which to notify the Commission whether the terms of the order of February 5, 1914, were accepted and would be obeyed, the Commission on February 20, 1914, issued an order (see blank form of extension order, page 379), granting the desired extension of time.

On February 27, 1914, Commissioner Williams filed an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 57).

On March 3, 1914, Commissioner Maltbie filed an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 57).

Application dated March 6, 1914, having been made by the company for the withdrawal of its application dated March 8, 1913, and for the withdrawal and annulment of the order of the Commission of February 5, 1914, the Commission issued the following order:

CASE No. 1650, ORDER ABROGATING ORDER OF FEBRUARY 5, 1914, AND DISCONTINUING PROCEEDING

(March 10, 1914)

Application having been made to this Commission by the Manhattan and Queens Traction Corporation by petition dated and verified March 8, 1913, for authority to execute a mortgage and to issue stock and bonds; and the Commission having made and served an order on February 5, 1914, authorizing the issuance of seven hundred and sixty-five thousand dollars (\$765,000) par value of stock, but not having as yet made an order authorizing the execution of a mortgage or the issuance of bonds thereunder for the reason that no mortgage has been filed with the Commission; and said company having filed with the Commission a formal notice dated March 6, 1914, withdrawing said application of March 8, 1913, without prejudice to any other application at any future time and requesting that said order dated February 5, 1914, be withdrawn and annulled with the same force as if the application of March 8, 1913, and all proceedings thereunder had not been made or had,

Ordered, That said order of February 5, 1914, authorizing the issuance of seven hundred and sixty-five thousand dollars (\$765,000) of stock be and the same hereby is in all things abrogated and that the above entitled proceeding be and the same hereby is discontinued.

Manhattan Bridge Three Cent Line — Application for approval of issue of \$50,000 stock

Case No. 1356,
Amending Resolution

This proceeding was begun upon the application of the Manhattan Bridge Three Cent Line for the approval of the issue of \$50,000 par value of its common capital stock. Hearing was had on June 22, 1911. On July 28, 1911, the Commission issued an order authorizing the issue of \$50,000 common capital stock upon certain terms and conditions therein set forth. On December 31, 1913, the Commission adopted a resolution, approving the use of proceeds of \$190,000 of stock.

On January 6, 1914, the Commission adopted the following resolution:

IN THE MATTER OF THE APPLICATION
OF THE
MANHATTAN BRIDGE THREE CENT LINE for the approval
of the issuance of \$50,000 par value of its common
capital stock.

Case No. 1356,

Resolution Amending
Resolution Adopted De-
cember 31, 1913
January 6, 1914

IN THE MATTER OF THE APPLICATION
OF THE
MANHATTAN BRIDGE THREE CENT LINE for approval of
an increase of its common capital stock from
\$50,000 to \$1,000,000 under Section 64 of the Stock
Corporation Law, and for the approval of the
issuance of \$200,000 par value thereof under Section
55 of the Public Service Commissions Law.

Case No. 1550,

Whereas, On December 31, 1913, the Commission adopted a resolution approving use of proceeds of \$190,000 of stock upon certain conditions; and

Whereas, Such resolution as adopted omitted from the next to the last paragraph thereof certain items which were the items recited aggregating \$108,270.82;

Vow, therefore, It is

Resolved, That said resolution of December 31, 1913, be and the same hereby is amended by substituting for the next to the last paragraph thereof the following:

Further resolved, That this approval and consent is granted on condition only that Manhattan Bridge Three Cent Line shall create and maintain an amortization fund by setting aside out of its income in each year beginning January 1, 1914, not less than \$2,600 plus 4½ per cent on all such prior payments or reservations until the aggregate amount of \$108,270.82 shall have been reserved or set aside, the said amortization fund to be for the purpose of the amortizing of the following expenditures aggregating \$108,270.82, to wit:

Organization	\$2,067 49
Franchise	15,000 00
Other intangible street railway capital.....	28,872 05
 Sundries	 \$3,649 20
Legal expenses	21,722 85
Engineering	3,500 00
Balance brought forward.....	\$45,939 54
Right of way—securing consents.....	5,116 88
Road and electric line.....	50,869 93
Ticket and starters' booths on City property.....	1,222 82
Undisturbed construction expenditures	5,121 65
Engineering and superintendence.....	\$8,251 27
Taxes during construction.....	645 10
Miscellaneous construction expenditures..	1,225 28
 Total	 \$108,270 82

Further resolved, That this resolution take effect immediately.

Manhattan Bridge Three Cent Line—Application for approval of increase of capital stock and of issue of \$200,000 stock

Case No. 1550,
Amending Resolution

This proceeding was begun upon the application of the Manhattan Bridge Three Cent Line for the approval of the Commission of an increase of its common capital stock from \$50,000 to \$1,000,000, under Section 64 of the Stock Corporation Law, and for the approval of the issuance of \$200,000 par value thereof under Section 55 of the Public Service Commissions Law. Hearings were had on August 2 and 6, 1912. Thereupon, the Commission, on August 14, 1912, adopted a resolution approving an increase of the authorized capital stock of the company from \$50,000 to \$1,000,000 and authorizing an issue of \$140,000 additional stock. On December 31, 1913, the Commission adopted a resolution approving the use of proceeds of \$190,000 of stock.

On January 6, 1914, the Commission adopted a resolution, amending the resolution of December 31, 1913, which is fully set out in full under Case No. 1356, page 408 of this volume.

Manhattan Bridge Three Cent Line — Application for approval of issue of \$260,000 additional capital stock

Case No. 1802,
Hearing Resolution
Order Authorizing Issue
First Resolution Authorizing Expenditure
Second Resolution Authorizing Expenditure
Extension Order
Third Resolution Authorizing Expenditure
Fourth Resolution Authorizing Expenditure
Fifth Resolution Authorizing Expenditure
Sixth Resolution Authorizing Expenditure
Extension Order

This proceeding was begun upon the application of the Manhattan Bridge Three Cent Line for authority to issue \$260,000 par value of its common capital stock in addition to \$190,000 par value of such stock theretofore issued. The Commission on February 20, 1914, directed (see blank form of hearing resolution, with notice, page 380) that a hearing be had on February 27, 1914, and that the company publish due notice thereof. Hearings were had on February 27, March 9 and 11, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION
OF THE
MANHATTAN BRIDGE THREE CENT LINE for authority
to issue \$260,000 par value of its common capital
stock in addition to \$190,000 par value of such stock
heretofore issued.

Case No. 1802,
Order Authorizing Issu-
ance of \$260,000 Addi-
tional Stock
March 13, 1914

Section I. Application having been made to the Public Service Commission for the First District by Manhattan Bridge Three Cent Line under the provisions of the Public Service Commissions Law for the consent of the Commission to the issuance by said company of its common capital stock to the amount of two hundred and sixty thousand dollars (\$260,000) par value, and a hearing having been duly held upon said application before the Commission, Hon. Milo R. Maltbie, presiding, and it appearing to the Commission that the authorized capital stock of the said Manhattan Bridge Three Cent Line has been duly increased from fifty thousand dollars (\$50,000) to one million dollars (\$1,000,000) of which one hundred and ninety thousand dollars (\$190,000) par value have been issued and are outstanding; and it being now the opinion of the Commission:

(1) That the money to be procured by a further issue of stock is reasonably required for the acquisition of property, the construction, completion, extension or improvement of its facilities and the discharge or lawful refunding of its obligations, and particularly for the purposes which are herein-after stated in this order, and

(2) That said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section II. *It is ordered*, That the Manhattan Bridge Three Cent Line be and hereby is authorized to issue its common capital stock to the amount of two hundred sixty thousand dollars (\$260,000) par value; that all the stock hereby authorized shall be common stock of said company to be issued for money at not less than the par or face value thereof; and that the proceeds thereof shall be applied only to the following purposes, that is to say:

(1) For the acquisition of property and the construction, completion, extension or improvement of its facilities.....	\$128,585 76
(2) For the discharge or refunding of obligations of the company incurred for the acquisition of property.....	181,464 24
	<u>\$260,000 00</u>

Section III. *It is ordered*, That said issue of stock is authorized upon the conditions following and not otherwise, to wit:

First: That said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the stock hereby authorized to be issued and on or before the tenth day of each

month the company shall make verified reports to the Commission stating the sale or sales of said stock during the previous month, the terms and conditions of sale, the moneys realized therefrom and the use and application of such moneys; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Second: That none of the proceeds of the aforementioned stocks hereby authorized for the purposes specified in paragraph (1) of Section II of this order shall be expended by said company for the purposes specified therein until a properly itemized bill for each proposed expenditure shall have been submitted to the Commission by the Company with the certificate of one of its officers that such expenditure represents a real increase in its fixed capital as defined in the accounting rules of the Commission and not a replacement of any part of such fixed capital or substitution for wasted capital or other loss properly chargeable to income, and until such bill shall have been approved by the Commission.

Third: That said Manhattan Bridge Three Cent Line shall create and maintain an amortization fund by setting aside out of its income in each year beginning with January 1, 1914, not less than \$2,100 plus four and one-half per cent on all such prior payments or reservations until the aggregate amount of \$87,375.48 shall have been reserved or set aside, the said amortization fund to be for the purpose of amortizing the following expenditures aggregating \$87,375.48, to wit:

Other intangible street railway capital.....		\$34,605 44
Advertising extension of franchise.....	\$405 44	
Officers' salaries.....	14,500 00	
Legal services.....	13,900 00	
Engineering.....	6,800 00	
Right of way.....		2,143 12
Road and electric line.....		46,624 69
Undistributed construction expenditures.....		4,002 23
Engineering and superintendence.....	5,000 00	
Miscellaneous.....	1,002 23	
Total.....		\$87,375 48

That said amortization fund shall be used only for the acquisition of property for capital or investment purposes.

Fourth: That the authority hereby given to issue such stock shall apply only to stock issued by the said company on or before the 30th day of June, 1914.

Section IV. *It is ordered,* That this order take effect on the 18th day of March, 1914, and except as provided in the fourth paragraph of Section III limiting the duration of the authority to issue such stock herein granted continue in force until otherwise ordered by the Commission, and that within ten days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

The company applied under date of April 10, 1914, for authority to withdraw from the proceeds of the sale of stock, certain sums amounting in the aggregate to \$28,556.66.

Thereupon the Commission adopted the following resolution:

CASE NO. 1802, FIRST RESOLUTION: AUTHORIZING EXPENDITURE OF \$27,741.11 OUT OF PROCEEDS OF STOCK ISSUE OF \$260,000

(June 12, 1914)

Whereas, The Manhattan Bridge Three Cent Line was authorized by this Commission by order of March 13, 1914, to issue \$260,000 par value of its common capital stock in addition to \$190,000 of such stock theretofore issued, the proceeds of such new issue of stock to be used for the following purposes:

(1) For the acquisition of property and the construction, completion, extension or improvement of its facilities.....	\$128,535 76
(2) For the discharge or refunding of obligations of the company incurred for the acquisition of property.....	131,464 24
	\$260,000 00

And

Whereas, Paragraph Second of Section III of said order directed that none of the proceeds of said \$260,000 of stock should be expended for the purposes first above specified until a properly itemized bill for each proposed expenditure should have been submitted to and approved by this Commission; and

Whereas, Said Manhattan Bridge Three Cent Line, by its petition dated April 10, 1914, has applied to this Commission for authority to withdraw from the proceeds of the sale of said stock certain sums amounting in the aggregate to \$28,556.66; and

Whereas, The Commission is of the opinion that \$39.06 of the amount charged to the account "Shops and Car Houses" should not be charged to capital account, but should be charged to maintenance of way, and that a further deduction of

\$776.49 should be made for a retirement of that amount credited on the company's books under date of February 28, 1914; of which credit the petition makes no mention;

Resolved, That said Manhattan Bridge Three Cent Line be and it hereby is authorized to withdraw cash derived from the sale of said stock to the amount of \$27,741.11 and apply said amount to the payment of the charges stated in said petition except said charge of \$39.08 to the account "Shops and Car Houses," and except the amount of said retirement of \$776.49.

Further resolved, That this resolution take effect on June 12, 1914.

The company applied under date of May 8, 1914, for authority to withdraw from the proceeds of the sale of stock, certain sums amounting in the aggregate to \$3,358.33. Thereupon the Commission under date of June 12, 1914, adopted a second resolution, in a form substantially similar to the first resolution, authorizing the expenditure applied for.

The company, under date of June 22, 1914, having made application for an extension of time to December 31, 1914, to issue stock authorized by order of March 13, 1914, the Commission on June 28, 1914, issued an order (see blank form of extension order, page 379) extending the time only to September 30, 1914.

The company applied under date of June 10, 1914, for authority to withdraw from the proceeds of the sale of stock, certain sums amounting in the aggregate to \$40,314.70. Thereupon the Commission under date of July 23, 1914, adopted a third resolution, in a form substantially similar to the first resolution, authorizing the expenditure applied for, except that the charge of \$6.60 to the account of "Track Laying and Surfacing," which should have been charged to Maintenance of Way.

The company applied under date of July 9, 1914, for authority to withdraw from the proceeds of the sale of stock, certain sums amounting in the aggregate to \$743.30. Thereupon the Commission under date of September 11, 1914, adopted a fourth resolution, in a form substantially similar to the first resolution, authorizing the expenditure applied for.

The company applied under date of August 10, 1914, for authority to withdraw from the proceeds of the sale of stock, certain sums amounting in the aggregate to \$121.01. Thereupon the Commission under date of September 11, 1914, adopted a fifth resolution, in a form substantially similar to the first resolution, authorizing the expenditure of \$66.26, provided that a charge of \$1.40 for paint under the account "Shops and Car Houses" should be transferred to the account "Distribution System," a deduction of \$55.75 having been made for a retirement of that amount credited on the company's books under the account "General Office Building and Fixtures," but not mentioned in its application.

The company, under date of September 15, 1914, having made application for extension of time to March 31, 1915, within which to issue stock authorized by the order of March 13, 1914, the Commission, on September 29, 1914, issued an order (see blank form of extension order, page 379) extending the time only to December 31, 1914.

The company applied under dates respectively September 11, 1914, and October 9, 1914, for authority to withdraw from the proceeds of the sale of stock, certain sums amounting in the aggregate to \$12,340.40. Thereupon the Commission under date of December 18, 1914, adopted a sixth resolution, in a form substantially similar to the first resolution, authorizing the expenditure of \$2,902.03, but disallowing \$7,067.25 of the amount applied for covering legal services, and \$2,426.87 which should be deducted for retirements to be credited to the following accounts and in the following respective amounts:

Rail, rail fastenings and joints.....	\$671 54
Special work	55 00
Telephone and telegraph lines.....	84
Poles and fixtures	77 72
Underground conduits	86
Distribution system	1,031 74
Shop and car houses.....	42 00
Revenue cars	15
Track laying and surfacing.....	508 80
Engineering and superintendence	88 22
	<hr/>
	\$2,426 87

Manhattan Railway Company—Application for approval of second mortgage and issue of \$5,409,000 bonds thereunder

Case No. 1762,
Hearing Resolution

This proceeding was begun upon the application of the Manhattan Railway Company for the authority of the Commission to execute a mortgage or deed of trust, dated July 1, 1913, to the Equitable Trust Company of New York, as trustee, and to issue bonds thereunder to the amount of principal of \$5,409,000. Hearings were had on December 2, 1913, and on subsequent dates to December 7, 1914, when the hearing was adjourned to January 11, 1915.

Mid-Crosstown Railway Company, Inc.—Second application for approval of issue of capital stock and bonds

Case No. 1728,
Opinion
Final Order
Amendatory Order

This proceeding was begun upon the application of the Mid-Crosstown Railway Company, Inc., for an order authorizing it to issue capital stock and first mortgage fifty year five per cent gold bonds to be secured by a mortgage on its property in such amount as the Commission should deem proper. Hearings were had on September 11, and on subsequent dates to January 19, 1914. On January 23, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 22).

Thereupon the Commission issued the following orders:

IN THE MATTER
OF THE

Application of the MID-CROSTOWN RAILWAY COMPANY, INC., for an order authorizing it to issue capital stock and first mortgage fifty-year 5 per cent gold bonds to be secured by a mortgage on its property in such amount as the Public Service Commission for the First District shall deem proper.

Case No. 1728,
Order
January 23, 1914

Section I. Application having been made to the Public Service Commission for the First District by Mid-Crosstown Railway Company, Inc., a reorganization of the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company, under provisions of the Public Service Commissions Law for the consent of the Commission to the issuance by said company of capital stock and bonds in such amounts as to the Commission may seem proper; and a hearing having been duly held upon said application before the Commission, Honorable Milo R. Maitble, Commissioner, presiding; and it being now the opinion of the Commission:

- (1) That no bonds should be issued;
- (2) That the fair value of the property does not exceed one hundred and fifty thousand dollars (\$150,000);
- (3) That not more than one hundred and fifty thousand dollars (\$150,000) of stock should be issued;
- (4) That the issue of said stock is reasonably required for the acquisition of property, and particularly for the purposes which are hereinafter stated in this order; and
- (5) That said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section II. *It is ordered*, That the application of the Mid-Crosstown Railway Company, Inc., for authority to issue bonds be and the same hereby is in all things denied.

Section III. *It is ordered*, That the Mid-Crosstown Railway Company, Inc., be and hereby is authorized to issue its capital stock to the amount of one hundred and fifty thousand dollars (\$150,000) par value; that all the stock hereby authorized shall be common stock of said company to be issued for property, as follows:

(1) For acquisition of property described as follows: All franchises, tracks and other rights and property of the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company	<u>\$150,000</u>
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Section IV. *It is ordered*, That said issue of stock is authorized upon the conditions following and not otherwise, to wit:

First: That the said stock shall be issued at par, to the Bondholders' Committee of the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company for the acquisition of the property specified in paragraph (1) of Section III of this order.

Second: That all the liabilities of the Mid-Crosstown Railway Company, Inc., or of its predecessor, the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company or of the receiver of the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company, and all liabilities against the property to be acquired by the Mid-Crosstown Railway Company, Inc., shall be paid or assumed by the Bondholders' Committee of the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company, except such claims as may be waived by the holders thereof, so that when the books of account of said Mid-Crosstown Railway Company, Inc., shall be opened, there shall be no liabilities whatever (except the \$150,000 of capital stock hereby authorized).

Third: That as soon as all the said liabilities shall have been paid, assumed or waived, a statement to that effect shall be filed with the Commission, which statement shall be duly verified by an officer of the applicant company.

Fourth: That said company shall keep separate, true and accurate accounts showing the application in detail of the disposal of the stock hereby authorized to be issued and on or before the tenth day of each month the company shall make verified reports to the Commission stating the disposals of said stock during the previous month, the terms and conditions of such disposal and the property acquired thereby; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Fifth: That within thirty days from the date of service of this order, said company shall file with the Commission an inventory of the property acquired with the stock hereby authorized, together with the ledger values thereof, classified in accordance with the Uniform System of Accounts prescribed by the Commission for street and electric railways.

Sixth: That the authority hereby given to issue such stock shall apply only to stock issued by said company on or before the 30th day of June, 1914.

Section V. *It is ordered,* That this order take effect on the 23d day of January, 1914, and except as provided in the Sixth paragraph of Section IV limiting the duration of the authority to issue such stock herein granted, continue in force until otherwise ordered by the Commission, and that within ten days after service upon it of a copy of this order said company shall notify the Commission whether the terms of this order are accepted and will be obeyed.

CASE No. 1728, AMENDATORY ORDER

(April 8, 1914)

An order having been made herein on January 23, 1914, authorizing the Mid-Crosstown Railway Company, Inc., to issue its capital stock to the amount of one hundred and fifty thousand dollars (\$150,000) par value, for the purposes and subject to the conditions stated in said order; and said company having now made application informally to the Commission for a modification of paragraphs "Second" and "Fifth" of Section IV of said order, and the Commission being of the opinion that said paragraphs should be amended and modified as suggested by the company,

Ordered, That said paragraphs "Second" and "Fifth" of Section IV of said order be and they hereby are amended and modified *nunc pro tunc* as of the 23d day of January, 1914, so as to read as follows:

Second: That all the liabilities of the Mid-Crosstown Railway Company, Inc., and all the liabilities of its predecessor, the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company, and of the receiver of the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company, which are liabilities against the property to be acquired by the Mid-Crosstown Railway Company, Inc., and all other liabilities against said property shall be paid or assumed by the Bondholders' Committee of the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company, except such claims as may be waived by the holders thereof so that when the books of account of said Mid-Crosstown Railway Company, Inc., shall be opened, there shall be no liabilities whatever (except the \$150,000 of capital stock hereby authorized).

Fifth: That within ninety days from the date of service of this order, said company shall file with the Commission an inventory of the property acquired with the stock hereby authorized, together with the ledger values thereof, classified in accordance with the Uniform System of Accounts prescribed by the Commission for street and electric railways.

New York and North Shore Traction Company — Application for approval of issue of \$1,500,000 bonds and \$771,764.12 stock

Case No. 1398,
Extension Order
Amending Order

This proceeding was begun upon the application of the New York and North Shore Traction Company, under Section 55 of the Public Service Commissions Law

and under Subdivision 10 of Section 8 of the Railroad Law, for the consent of the Commission to the creation and delivery of a mortgage of \$1,500,000 constituting a first lien upon all its property and franchises, and for the issuance of \$1,500,000 of bonds thereunder, and for the issuance of \$771,764.12 of its capital stock. Hearings were had during 1911 and 1912. On February 13 and March 7, 1913, the Commission rendered opinions (see 3 P. S. C. R. [1st Dist. N. Y.], 206). On March 8, 1912, the Commission issued an order authorizing the execution of a mortgage by the company and the issue of stocks and bonds upon certain conditions therein set forth. Upon applications of the company for extensions of time within which to issue the stocks and bonds authorized by order of March 8, 1912, the Commission, during 1913, issued orders granting such extensions.

Upon application of the company for a further extension of time within which to issue the stocks and bonds authorized by the order of March 8, 1912, the Commission, on February 27, 1914, issued an order (see blank form of extension order, page 379) granting such extension to June 30, 1914.

The company having applied, under date of April 9, 1914, for the approval of a new proposed mortgage in lieu of the proposed mortgage consented to by the Commission by the order of March 8, 1912, the Commission issued the following order:

IN THE MATTER OF THE APPLICATION
OF

THE NEW YORK AND NORTH SHORE TRACTION COMPANY
for consent to the creation and delivery of a mortgage for \$1,500,000, constituting a first lien upon all its property and franchises, and to the issuance of \$1,500,000 of bonds thereunder, and to the issuance of \$771,764.12 of its capital stock, under Section 55 of the Public Service Commissions Law and under Section 8 of the Railroad Law.

Case No. 1398,
Order Amending Order
Made March 8, 1912
April 17, 1914

An order having been made herein authorizing mortgage and issue of stock and bonds on March 8, 1912, and The New York and North Shore Traction Company by petition dated and verified April 9, 1914, having applied to the Commission for amendment of said order in certain respects, and it appearing that no mortgage has been executed pursuant to the provisions of the order made on March 8, 1912, and no bonds issued thereunder.

Now, therefore, it is

Ordered, That the order made herein March 8, 1912, be and the same hereby is amended to read as follows:

"Section 1. Application having been made to the Public Service Commission for the First District by The New York and North Shore Traction Company by petition dated September 1, 1911, and verified September 29, 1911, and by amended petition dated December 11, 1911, and verified December 19, 1911, under Section 55 of the Public Service Commissions Law and under Subdivision 10 of Section 8 of the Railroad Law for the consent and approval of the Commission to

A. The execution and issuance by said company to The Citizens Savings & Trust Company of Cleveland, Ohio, and Edwin V. Hale of the City of Cleveland, Ohio, as trustees, of a mortgage to secure an issue of \$3,000,000 of bonds;

B. The issuance by said company of additional capital stock to the amount of \$771,764.12;

C. The issuance by said company of bonds to the amount of \$1,500,000, face value, said bonds to be payable on the first day of March, 1952, and to bear interest at five (5) per cent per annum, payable semi-annually and secured by a mortgage upon all the property of the company.

Section 2. A hearing having been duly held upon said application before the Commission, Hon. Milo R. Maltbie presiding, Edward M. Bassett appearing as attorney for the applicant company, Arthur DuBois, attending for the Commission; and it appearing to the Commission

A. That the owners of capital stock of The New York and North Shore Traction Company to an amount equal to that required by statute have consented to the issuance of said mortgage;

B. That the authorized capital stock of the said The New York and North Shore Traction Company is \$1,250,000, of which \$150,000 only has been issued and is now outstanding; and that the proceeds of a further issue of stock are reasonably required for the acquisition of property, construction, completion, extension or improvement of its plant or facilities and the discharge or lawful refunding of its obligations and particularly for the purposes which are hereinafter stated in this order;

C. That the proceeds of the issue of bonds of said company to the amount of \$800,000, face value, payable at a period of more than twelve months after the date thereof, are necessary to and reasonably required by said company for the acquisition of property, the construction, completion, extension or improvement of its plant or facilities, and for the discharge or lawful refunding of its obligations and particularly for the purposes which are hereinafter stated in this order; and it appearing that said purposes specified in Subdivisions B and C above are not in whole or in part reasonably chargeable to operating expenses or to income, except as to the following specified amounts:

\$97,500 to make up discount on bonds,
 \$80,000 for acquisition of property to replace property of the company,
 \$842,000 for acquisition of property which will revert to the City of New York at the end of the franchise.

Section 3. *It is ordered*, That the Public Service Commission for the First District does hereby consent to the execution and delivery by said The New York and North Shore Traction Company unto The Citizens Savings and Trust Company of Cleveland, Ohio, and Edwin V. Hale, of the City of Cleveland, Ohio, as trustees, of a first mortgage, said mortgage to be dated as of the 1st day of April, 1914, to secure an issue of three million dollars (\$3,000,000) of first mortgage bonds of said The New York and North Shore Traction Company, said bonds to be dated as of the first day of April, 1914, payable on the 1st day of April, 1954, redeemable on any interest date before maturity at one hundred and two (102) per cent of the par or face value thereof and accrued interest, and said bonds to bear interest at five (5) per cent per annum, payable semi-annually upon the terms and conditions in the mortgage set forth and contained. The form of such mortgage submitted by The New York and North Shore Traction Company to the Commission is hereby ordered filed and properly identified by a reference thereon to the resolution and authority under which this order is issued. Said company, however, shall have no right or authority to issue any bonds pursuant to the terms of said mortgage except as hereinafter authorized by the Commission.

Section 4. *It is ordered*, That The New York and North Shore Traction Company be and it hereby is authorized to issue its additional capital stock to the amount of seven hundred and fifty-seven thousand five hundred dollars (\$757,500), par value.

Section 5. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by said The New York and North Shore Traction Company of eight hundred thousand dollars (\$800,000) face value of principal of bonds of said company, maturing the 1st day of April, 1954, redeemable at any interest date before maturity, at one hundred and two (102) per cent of the par or face value thereof, besides accrued interest, and to bear interest at the rate of five (5) per cent per annum, payable semi-annually, under and in pursuance of the terms of the mortgage securing the same to be made and executed by the said The New York and North Shore Traction Company, to the Citizens Savings and Trust Company, of Cleveland, Ohio, and Edwin V. Hale of the City of Cleveland, Ohio, as trustees.

Section 6. *It is ordered*, That the said issue of bonds and stock is authorized upon the conditions following and not otherwise, to wit:

First: That the said The New York and North Shore Traction Company shall apply said bonds to the amount of \$800,000 face value and said stock to the amount of \$747,500, par value, to the following purposes:

(1) To retire \$350,000 par value of bonds issued and outstanding under a first mortgage dated September 1, 1907, to the Citizens Savings and Trust Company of Cleveland, Ohio;

(2) To the discharge or refunding of all existing indebtedness to The New York and Nassau Construction Company, its successors or assigns;

provided, however, that no portion of the bonds or additional capital stock hereby authorized shall be issued until all of the bonds now outstanding under a mortgage dated September 1, 1907, together with interest coupons and all of the indebtedness of The New York and North Shore Traction Company to The New York and Nassau Construction Company shall have been surrendered and cancelled.

Second: That the said The New York and North Shore Traction Company shall issue capital stock in addition to that recited in Subdivision First above to the amount of ten thousand dollars (\$10,000) for money and that the proceeds thereof shall be used to provide working capital for said company.

Third: That said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the stock and bonds hereby authorized to be issued and on or before the tenth day of each month the company shall make verified reports to the Commission stating the sale or sales of said stock during the previous month, the terms and conditions of sale, the moneys realized therefrom and the use and application of such moneys; and said accounts, vouchers and records shall be opened to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Fourth: That the authority hereby given to issue said stock and bonds shall apply only to stock and bonds issued by said company on or before the thirtieth day of June, 1914.

Fifth: That in order to provide for the amortization of the following items:

\$97,500 for discount upon bonds authorized.

\$342,000 for property which will revert to the City of New York at the end of the franchise,

said The New York and North Shore Traction Company shall establish and maintain a cumulative sinking fund, and that for said purpose said company shall pay in cash into said fund out of revenue at least the following amounts:

(1) One thousand and eighty dollars (\$1,080) beginning on the thirtieth day of June, 1914, and on the thirtieth day of June in each and every year thereafter and continuing until said payments with the accumulations thereon, as provided in Subdivision (3) below, shall have aggregated ninety-seven thousand five hundred dollars (\$97,500);

(2) Two thousand seven hundred dollars (\$2,700) beginning on the thirtieth day of June, 1913, and on the thirtieth day of June in each and every year thereafter and continuing until said payments with the accumulations thereon, as provided in Subdivision (3) below, shall have aggregated three hundred and forty-two thousand dollars (\$342,000);

(3) Four (4) per cent upon all payments (including interest payments) made in all preceding years, beginning on the thirtieth day of June, 1914, and on the thirtieth day of June in every year thereafter and continuing until such payments with accumulations shall have aggregated the sums named in Subdivisions (1) and (2) above.

Said company shall use the cash in said sinking fund for the acquisition, at the authorized price of issue, of bonds issued by said company directly to said fund. If there shall be cash in said fund not either used or required for the purchase of bonds, as hereinbefore provided, said company shall use such money for the acquisition of property for capital or investment purposes so long as the annual payments to said fund shall not exceed the sum of \$10,000. At such time as the annual payments to said fund amount to \$10,000 or more, and there is cash in said fund not either used or required for the purchase of bonds as hereinbefore provided, said company shall cause an advertisement to be inserted in at least two newspapers of general circulation published in the Borough of Manhattan, City of New York, once in each week for four successive weeks, that the company on the next interest date will purchase for the sinking fund to the extent of the cash in its hands, bonds of said company then outstanding, at the lowest price for which the same shall be offered, not exceeding one hundred and two (102) per cent of the par value thereof, plus accrued interest. Upon said date said company shall apply the cash in sinking fund then in its hands to the purchase of bonds of said company with unmatured coupons attached tendered to it as aforesaid, at not exceeding one hundred and two (102) per cent of the face value thereof, plus accrued interest, giving preference in said purchases to the bonds which shall be offered at the lowest price; and in case bonds shall be offered by two or more holders at the same price, to an amount in the aggregate exceeding the cash in sinking fund applicable thereto, then giving preference to such bonds in the order of the date of the reception by said company of the offer to sell the same. Any cash funds remaining in the sinking fund after application as hereinbefore provided shall be deposited in bank in a separate fund. All bonds acquired for the sinking fund shall be stamped as irrevocably belonging to the sinking fund and shall not again be issued, and all coupons upon said bonds shall be cancelled.

Sixth: That in order to provide for the amortization of the mortgage tax, discount, and other expenses in connection with the issue of \$350,000 face value of bonds issued under a first mortgage dated September 1, 1907, amounting to \$5,162.50; and the loss upon sale of cable amounting to \$6,517.46; and loss of property represented by the original issue of capital stock not previously retired, amounting to \$18,320, said The New York and North Shore Traction Company shall charge said amounts to a suspense account and shall amortize said amounts through surplus account by a monthly charge to surplus account of at least one hundred sixty dollars (\$160) beginning with the month of July, 1912, and continuing until said amounts are amortized.

Section 7. That a duplicate original of the mortgage consented to and authorized as aforesaid upon execution thereof be filed by the petitioners with the Secretary of this Commission.

Section 8. *It is ordered,* That this order take effect on the 8th day of March, 1912, except as provided in Section 6, limiting the duration of the authority to issue such corporate stock and bonds herein granted, and shall continue in force until otherwise ordered by the Commission, and that within ten days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed."

Further ordered, That the amended form of mortgage submitted by The New York and North Shore Traction Company to the Commission on April 9, 1914, with its petition of that date is hereby ordered filed and properly identified by reference thereon to the resolution of authority under which this amendatory order is issued.

Further ordered, That this amendatory order take effect April 17, 1914.

New York and North Shore Traction Company — Application for approval of issue of \$115,464 additional capital stock

Case No. 1770,
Approval Order

This proceeding was begun upon the application of the New York and North Shore Traction Company, under Section 55, of the Public Service Commissions Law, for the authority of the Commission to issue capital stock to the further amount of \$115,464 par value. Hearings were had on December 22 and 30, 1913, and January 5, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION
OF
THE NEW YORK AND NORTH SHORE TRACTION COMPANY
under Section 55 of the Public Service Commissions
Law for authority to issue capital stock to the
further amount of \$115,464 par value.

Case No. 1770,
Order Authorizing Issu-
ance of \$81,850 Capital
Stock
January 9, 1914

Section 1. Application having been made to the Public Service Commission for the First District by The New York and North Shore Traction Company under the provisions of the Public Service Commissions Law for the consent of the Commission to the issuance by said company of its capital stock to the amount of one hundred and fifteen thousand four hundred and sixty-four dollars (\$115,464) par value, and a hearing having been duly held upon said application before the Commission, Honorable Milo R. Maltbie presiding, and it appearing to the Commission that the authorized capital stock of the said The New York and North Shore Traction Company is one million two hundred and fifty thousand dollars (\$1,250,000) of which nine hundred and seventeen thousand five hundred dollars (\$917,500) have been issued and are outstanding or have been authorized to be issued; and it being now the opinion of the Commission

(1) That the money to be procured by a further issue of stock is reasonably necessary for the discharge of said company's obligations and the reimbursement of moneys actually expended from income or from other moneys in the treasury of said company not secured by or obtained from the issue of stocks, bonds, notes or other evidence of indebtedness of such company for the acquisition of property, the construction, completion, extension or improvement of its facilities, plant or distributing system or the discharge of its obligations, and particularly for the purposes which are hereinafter stated in this order, and

(2) That said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered*, That The New York and North Shore Traction Company be and it hereby is authorized to issue its additional capital stock to the amount of eighty-one thousand eight hundred and fifty dollars (\$81,850) par value and that all the stock hereby authorized shall be common stock of said company to be issued for money at not less than par.

Section 3. *It is ordered*, That said issue of stock is authorized upon the conditions following and not otherwise, to wit:

First: That The New York and North Shore Traction Company shall sell the said stock hereby authorized so as to net the said company not less than the par value thereof and that the proceeds thereof shall be applied only to the following purposes, that is to say:

(1) For the discharge of obligations of the company incurred for the acquisition of property and the construction, completion, extension or improvement of its facilities, plant or distributing system

\$52,800

(2) For the reimbursement of moneys expended from income or such other moneys in the treasury for the acquisition of property and the construction, completion, extension or improvement of its facilities, plant or distributing system

29,050

\$81,850

Second: That said company shall make adjustments upon its books to reflect the net increase of eighty-one thousand eight hundred and thirteen dollars (\$81,813) in fixed capital between June 1, 1911, and December 1, 1913, as set forth in Schedule A attached to this order and made a part thereof; the necessary entries on its books to be made in accordance with Schedule B likewise attached to this order and made a part thereof.

Third: That in order to provide for the amortization of the expenditure set forth in Schedule C attached to this order and made a part thereof, which expenditures were made upon property that will revert to the City of New York at the expiration of the franchise, said company shall pay in cash into the cumulative

sinking fund established pursuant to the fifth subdivision of Section 6 of the order duly made and filed by this Commission on March 8, 1912, in Case No. 1898, at least the following amounts:

One hundred and sixty-eight dollars (\$168) on the thirtieth day of June, 1914, and three hundred and thirty-six dollars (\$336) together with four per cent (4 per cent) upon all prior payments, on the thirtieth day of June in each and every year thereafter and continuing until said payments with the accumulations thereon shall have aggregated forty-one thousand one hundred and ninety-one and forty one-hundredths dollars (\$41,191.40).

Fourth: That said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the stock hereby authorized to be issued and on or before the tenth day of each month the company shall make verified reports to the Commission stating the sale or sales of said stock during the previous month, the terms and conditions of sale, the moneys realized therefrom, and the use and application of such moneys; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Fifth: That the authority hereby given to issue such stock shall apply only to stock issued by the said company on or before the 30th day of June, 1914.

Section 4. *It is ordered.* That this order take effect on the 9th day of January, 1914, and except as provided in the Fifth paragraph of Section 3 limiting the duration of the authority to issue such stock herein granted, continue in force until otherwise ordered by the Commission, and that within ten days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

SCHEDULE A—NEW YORK AND NORTH SHORE TRACTION CO.—CASE 1770

Net additions to Fixed Capital (corrected) from May 31, 1911, to December 1, 1913, to be covered by Capital Stock

	Petition	Subtractions	Additions	Corrected
Right of way.....	\$5 25			\$5 25
Other street railway land.....	2 85			2 85
Other intangible street railway capital.....	6,631 11	\$3,816 56		3,815 55
Grading.....	1,307 27			1,307 27
Ties.....	2,798 89			2,798 89
Rails, rail fastenings and joints.....	2,224 37		\$1 09	2,225 46
Special work.....	1,919 00			1,919 00
Track laying and surfacing.....	365 13			365 13
Paving.....	31,550 84		07	31,550 91
Bridges, trestles and culverts.....	113 34		05	113 39
Crossings, fences and signs.....	174 16			174 16
Interlocking and other signal apparatus.....	14 65			14 65
Telephone and telegraph lines.....	29 85			29 85
Poles and fixtures.....	1,128 76			1,128 76
Distribution system.....	2,194 01	1,240 93		953 08
Power plant buildings.....	694 46			694 46
Substation buildings.....	44 72			44 72
General office buildings and fixtures.....	939 96			939 96
Shops and car houses.....	1,122 23			1,122 23
Stations, waiting-rooms and miscellaneous buildings.....	1,489 22			1,489 22
Furnaces, boilers and accessories.....	596 16	8 50		597 66
Steam engines.....	17 82			17 82
Power plant electric equipment.....	14 76			14 76
Miscellaneous power plant equipment.....	162 68			162 68
Substation equipment.....	135 40	11 10		124 30
Shop equipment.....	257 23			257 23
Revenue cars.....	16,153 67	8 20		16,150 47
Electric equipment of cars.....	9,662 27		9,600 00	18,662 27
Miscellaneous equipment.....	4 00			4 00
Engineering and superintendence.....	5,300 50	4,250 00		1,050 50
Law expenditures during construction.....	5,250 00	4,775 00		475 00
Injuries during construction.....	10,100 00	9,638 30		461 70
Taxes during construction.....	2,110 51	2,110 51		
Miscellaneous construction expenditures.....	6,299 05	5,325 00		974 06
Interest during construction.....	5,250 00	4,450 00		800 00
Total.....	\$115,464 12	\$35,128 10	\$9,601 21	\$89,937 23
Less:				
Substation equipment retired.....		7,750 00		Cr. 7,750 00
Engineering instruments retired.....		373 75		Cr. 373 75
	\$115,464 12	\$43,251 85	\$9,601 21	\$81,813 48

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SCHEDULE B — NEW YORK & NORTH SHORE TRACTION CO. — CASE 1770

Entries to be made in company's books in order to reflect net increase of \$81,813 in fixed capital between June 1, 1911, and December 1, 1913

Interest accrued on unfunded debt — Dr.....	\$4,450 00	
Unamortized debt discount and expense — Dr.....	8,815 58	
Other deductions from surplus — Dr.....	21 80	
Miscellaneous accounts payable — Dr.....	16,498 81	
To fixed capital installed since Dec. 31, 1908.....		\$24,285 67
Other intangible street railway capital (J. E. 442, p. 4).....	\$3,315 56	
Furnaces, boilers and accessories (Voucher 1616, p. 31).....	8 50	
Substation equipment (Voucher 1616, p. 85)	11 10	
Revenue cars (J. E. 244, p. 38).....	1 70	
Engineering and superintendence (J. E. 828, p. 45).....	4,250 00	
Law expenditures during construction (J. E. 829, p. 46).....	4,775 00	
Taxes during construction (Vouchers 2701, 8667; J. E. 831, p. 48).....	2,110 51	
Miscellaneous construction expenditures (J. E. 832, p. 49).....	5,825 00	
Interest during construction (J. E. 833, p. 50).....	4,450 00	
Injuries during construction (J. E. 835, p. 47)	88 80	
Fixed capital installed since Dec. 31, 1908 — Dr.....		9,601 00
Rails, rail fastenings and joints (J. E. 404 + \$1.59; J. E. 420-50c, p. 8).....	1 00	
Electric equipment of cars (Voucher 1459, \$4,800; voucher 1480, \$4,800, p. 42).....	9,600 00	
To fixed capital installed since Dec. 31, 1908, injuries during construction (J. E. 834, p. 47)		9,600 00
To other additions to surplus.....		1 00

SCHEDULE C — NEW YORK & NORTH SHORE TRACTION CO. — CASE 1770

Property in streets of City of New York to be amortized within 45 years from February 1, 1914

Road and electric line:	
Grading	\$1,244 40
Ties	132 00
Rails, rail fastenings and joints.....	455 45
Special work	1,919 00
Track laying and surfacing.....	811 88
Paving	31,550 91
Bridges, trestles and culverts.....	113 89
Crossings, fences and signs.....	149 82
Interlocking and other signal apparatus.....	2 42
Telephones and telegraph lines.....	29 85
Poles and fixtures.....	1,128 76
Distribution system	732 32
Total	\$37,769 70
Undistributed expenditures:	
Engineering and superintendence.....	\$1,000 00
Law expenditures during construction.....	475 00
Injuries during construction.....	481 70
Miscellaneous construction expenditures.....	825 00
Interest during construction.....	660 00
Total	\$3,421 70
Grand total	\$41,191 40

Bureau of Statistics and Accounts,
January 6, 1914.

New York Connecting Railroad Company—Application for approval of execution of mortgages, issue of bonds thereunder and temporary issue of \$10,000,000 notes

Case No. 1720,
Resolutions Authorising Expenditures

This proceeding was begun upon the petition of the New York Connecting Railroad Company for the approval by the Commission of a certain mortgage made by the company to the Guaranty Trust Company of New York, as trustee, and dated May 31, 1913; the issuance of the bonds provided for therein, and, pending the issuance of such bonds, the issuance of \$10,000,000 of 4½ per cent three-year notes. Hearings were had on September 8 and on subsequent dates to September 10, 1913. Further hearings were had on September 17 and on subsequent dates to October 10, 1913. On November 14, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 456), and issued an order consenting to the issuance of a first mortgage and to issuance of bonds thereunder to the amount of \$11,000,000.

The company applied under date of February 5, 1914, for authority to withdraw \$2,738,661.46 from the proceeds of the sale of bonds.

Thereupon the Commission adopted the following resolution:

IN THE MATTER
OF THE

Application of THE NEW YORK CONNECTING RAILROAD COMPANY for the approval of the Public Service Commission, First District, of a certain mortgage made by said company to the Guaranty Trust Company of New York, as Trustee, dated the 31st day of May, 1913, the issuance of the bonds provided for therein, etc.

Case No. 1720,
First Resolution Authorizing Expenditure of \$1,775,290.75
February 6, 1914

Whereas, The New York Connecting Railroad Company by its petition dated February 5, 1914, applied to the Public Service Commission for the First District for authority to withdraw from the sale of an issue of first mortgage four and one-half per cent gold bonds authorized by order of the Commission dated November 14, 1913, the sum of \$2,738,661.46.

Resolved, That The New York Connecting Railroad Company be and it hereby is authorized to withdraw cash derived from the sale of the aforesaid first mortgage four and one-half per cent gold bonds to the amount of \$1,775,290.75 representing the acquisition of property or the construction, completion, extension or improvement of its facilities or the discharge of its obligations incurred for such purposes subsequent to August 31, 1913, and apply such amount to the payment of the following charges which are among those enumerated in the said petition, namely:

Road and general expenditures.....	\$1,460,184 98
Material	315,105 77
Total	\$1,775,290 75

and that the same be and hereby are approved as properly chargeable to capital.

Further resolved, That this resolution take effect at once.

The company having applied under dates of February 5, 24, March 26, April 22, May 28 and June 22, 1914, for authority to withdraw \$529,389.62, \$489,736.89, \$466,339.14, \$329,906.47, \$523,609.96 and \$17,475.46, respectively, from the proceeds of the sale of bonds, the Commission under dates of April 8, 14, June 27, and August 21, 1914, adopted second, third, fourth, fifth, sixth and seventh resolutions, in a form similar to the first resolution of February 6, 1914, authorizing the expenditure of the amounts applied for.

New York Connecting Railroad Company — Application for approval of issue of \$5,000,000 additional bonds

Case No. 1810.
Hearing Resolution
Order Authorizing Issuance of Bonds
First Resolution Authorizing Expenditures
Second Resolution Authorizing Expenditures
Third Resolution Authorizing Expenditures
Fourth Resolution Authorizing Expenditures
Fifth Resolution Authorizing Expenditures

This proceeding was begun upon the application of the New York Connecting Railroad Company, for the approval of an issue of \$5,000,000 face value of 4½ per cent First Mortgage Gold Bonds to be dated February 1, 1914, and known as Series B. The Commission on March 31, 1914, directed (see blank form of hearing resolution with notice, page 380), that a hearing be had on April 9, 1914, and that the company publish due notice thereof. Hearing was had on April 9, 1914. Thereupon the Commission issued the following order:

IN THE MATTER**OF THE**

Application of the NEW YORK CONNECTING RAILROAD COMPANY for the approval by the Public Service Commission, First District, of the issuance by said company of \$5,000,000 face value 4½ per cent First Mortgage Gold Bonds to be dated February 1, 1914.

Case No. 1810,
Order Authorizing Issuance of Bonds to the Amount of \$5,000,000
April 14, 1914

Section 1. Application having been made to the Public Service Commission for the First District by the New York Connecting Railroad Company by its petition verified March 20, 1914, under the provisions of the Public Service Commissions Law, for the consent of the Commission to the issuance by said company of bonds under its first mortgage dated May 31, 1913, to Guaranty Trust Company of New York as trustee, and a hearing having been duly had upon said application before the Commission, Hon. Milo R. Maltbie, Commissioner, presiding, and it being now the opinion of the Commission,

(1) That the money to be procured by the issue of said bonds of the said New York Connecting Railroad Company to the amount of \$5,000,000 face value, payable at a period of more than twelve months after the date thereof, is necessary to and reasonably required by said company for the acquisition of property or for the construction, completion, extension or improvement of its facilities, and particularly for the purposes which are hereinafter stated in this order; and

(2) That, except as to the following specified amount of said bonds authorized to be issued hereunder to procure money to be applied for the purposes following, to wit:

\$300,000 or so much thereof as may be necessary to pay the expenses of sale herein authorized and to make up discount,

Said purposes are not in whole or in part reasonably chargeable to operating expenses or to income;

Section 2. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by the said New York Connecting Railroad Company of five million dollars (\$5,000,000) face value of principal of bonds of said company, dated as of August 1, 1913, maturing the 1st day of August, 1953, redeemable at one hundred and five per cent (105%) of the face value thereof besides accrued interest on any interest day, and bearing interest at four and one-half per cent (4½%) per annum, payable semi-annually on February 1st and August 1st of each year under and in pursuance of the said mortgage of the said New York Connecting Railroad Company to the Guaranty Trust Company of New York as trustee, dated May 31, 1913.

Section 3. *It is ordered*, That said issue of bonds is authorized upon the conditions following and not otherwise, to wit:

First: That the said New York Connecting Railroad Company shall sell the said bonds hereby authorized so as to net the said company not less than 94 per cent of the face value of the principal thereof, besides interest accrued thereon, and that the proceeds thereof shall be applied only to the following purposes, that is to say:

(1) Toward the acquisition of property or the construction, completion, extension or improvement of its facilities	\$4,700,000
--	-------------

(2) For the expenses of the sale of the bonds hereby authorized and to make up the discount or deficiency if any, in the amount realized upon the sale to net not less than 94 per cent of par of the bonds sold for the purposes specified in subdivision (1) of this paragraph of this section to be applied for the purposes therein stated, not exceeding the sum of.....

300,000

\$5,000,000

Second: That all discounts, commissions and expenses in connection with the approval, issuance and sale of the said bonds, authorized to be issued under this order, not to exceed three hundred thousand dollars (\$300,000), shall be amortized out of the income of the company before the 1st day of August, 1953, by the payment of a monthly installment so long as may be necessary of an amount not less than \$700.00, such monthly installment to begin with the beginning of operation of said railroad, but in any event not later than August 31, 1917.

Third: That the said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the bonds hereby authorized to be issued, and on or before the tenth day of each month the company shall make verified reports to the Commission stating the sale or sales of said bonds during the previous month, the terms and conditions of sale, the moneys realized therefrom and the use and application of said moneys; and said payments, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for said purpose by the Commission.

Fourth: That none of the proceeds of the aforementioned bonds hereby authorized for the purposes specified in subdivision (1) of paragraph first of this section, other than the receipts on account of accrued interest, shall be expended by the said company for the purposes specified in said subdivision (1) until a properly itemized bill for each proposed expenditure shall have been submitted to the Commission by the company with a certificate of one of its officers that such expenditure represents a real increase in its fixed capital as defined in the accounting rules of the Commission, and not a replacement of any part of such fixed capital or a substitution for wasted capital or other loss properly chargeable to income, and until such bill shall have been approved by the Commission.

Fifth: That the authority hereby given to issue such bonds shall apply only to bonds issued by the said company on or before the 31st day of May, 1914.

Section 4. *Ordered,* That this order take effect on the 14th day of April, 1914, and except as provided in subdivision Fifth of section 3 of this order limiting the duration of the authority to issue such bonds herein granted, continue in force until otherwise ordered by the Commission, and that within ten days after service upon it of a certified copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

The company applied under date of June 22, 1914, for authority to withdraw \$467,029.54 from the proceeds of the sale of bonds.

Thereupon the Commission adopted the following resolution:

CASE No. 1810, FIRST RESOLUTION AUTHORIZING WITHDRAWAL OF \$467,029.54

(August 21, 1914)

Whereas, The New York Connecting Railroad Company by communication dated June 22, 1914, applied to the Public Service Commission for the First District for authority to withdraw \$467,029.54 from the proceeds of the sale of an issue of first mortgage $4\frac{1}{2}$ per cent gold bonds authorized by order of the Commission made April 14, 1914.

Resolved, That New York Connecting Railroad Company be and hereby is authorized to withdraw cash derived from the sale of the aforesaid first mortgage $4\frac{1}{2}$ per cent gold bonds in the amount of \$467,029.54 representing the acquisition of property or the construction, completion, extension or improvement of its facilities or the discharge of its obligations incurred for such purposes in the month of May, 1914, in addition to those covered by said company's application of same date approved herewith by the seventh resolution in Case No. 1720, and apply said amount to the payment of the following charges enumerated in said application, namely:

Road and general expenditures.....	\$331,331 79
Material	135,697 75
Total	\$467,029 54

and that the same be and hereby are approved as properly chargeable to capital.

Further resolved, That this resolution take effect at once.

The company applied under date of July 16, 1914, for authority to withdraw \$383,304.74 from the proceeds of the sale of bonds. Thereupon the Commission on

August 21, 1914, adopted a second resolution, in a form similar to the first resolution, authorizing the expenditure of \$380,773.87.

The company applied under date of August 24, 1914, for authority to withdraw \$655,060.13 from the proceeds of the sale of bonds. Thereupon the Commission on September 22, 1914, adopted a third resolution, in a form similar to the first resolution, authorizing the expenditure applied for.

The company applied under date of September 25, 1914, for authority to withdraw \$236,300.73 from the proceeds of the sale of bonds, and for authority to withdraw \$2,530.87 representing expenditures made during June, 1914, and not covered in the second resolution adopted August 21, 1914. Thereupon the Commission on October 20, 1914, adopted a fourth resolution in a form similar to the first resolution, authorizing the expenditure of \$238,831.60.

The company applied under date of October 23, 1914, for authority to withdraw \$366,625.58 from the proceeds of the sale of bonds. Thereupon the Commission on November 30, 1914, adopted a fifth resolution, in a form similar to the first resolution, authorizing the expenditure applied for.

New York Dock Railway—Application for approval of issue of \$500,000 capital stock

Case No. 1587,
Extension Orders

This proceeding was begun upon the application of the New York Dock Railway, under Section 55 of the Public Service Commissions Law, for the approval by the Commission of an issue of \$500,000 par value of capital stock. Hearings were had during 1912 and 1913 to March 24th. On March 28, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 98), and issued an order authorizing the issue of \$500,000 stock upon certain conditions.

Upon applications of the company dated February 7, June 28, September 14, and December 21, 1914, for further extensions of time within which to issue the stocks authorized by order of March 28, 1913, the Commission, on February 17, June 27, September 29, and December 29, 1914, issued orders (see blank form of extension order, page 379), granting such extensions to June 30, September 30, December 31, 1914, and June 30, 1915, respectively.

New York Edison Company—Application for approval of issue of \$15,800,000 capital stock

Consolidated Gas Company of New York—Application for approval of acquisition of stock

Case No. 1718,
Further Hearing Resolution
Opinions
Approval Order

This proceeding was begun upon the application of the New York Edison Company, under Section 69 of the Public Service Commissions Law, for an order authorizing the issuance of \$15,800,000 additional capital stock for the purposes therein specified. Hearings were had on August 12 and on subsequent dates to December 3, 1913. By a petition verified December 24, 1913, the Consolidated Gas Company of New York asked for authority to purchase at par the entire issue of capital stock and bonds to be authorized in this case, and on December 26, 1913, the Commission adopted a resolution (see blank form of hearing resolution, page 381), reopening the case and setting it down for a hearing on December 29, 1913, and directing that the petition of the Consolidated Gas Company of New York be heard as having been presented and filed in that case. Further hearing was had on December 29, 1913. On March 3, 1914, the Commission rendered opinions (see 5 P. S. C. R. [1st Dist. N. Y.], 132).

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION
OF THE

NEW YORK EDISON COMPANY under Section 69 of the Public Service Commissions Law for an order authorizing the issuance of \$15,800,000 additional capital stock for the purposes therein specified.

Application of CONSOLIDATED GAS COMPANY to acquire the same.

Case No. 1718,
Order Authorizing the
issuance of \$15,800,000
Further Capital Stock,
and Acquisition Thereof
by Consolidated Gas
Company
May 4, 1914

Section 1. Application having been made to the Public Service Commission for the First District by the New York Edison Company under the provisions of the Public Service Commissions Law by its petition verified July 31, 1913, for the consent of the Commission to the issuance by said company of capital stock to the amount of fifteen million eight hundred dollars (\$15,800,000) par value, and the Consolidated Gas Company of New York having made application by its petition verified December 24, 1913, for an order authorizing the said Consolidated Gas Company to purchase the said entire issue of said stock, and a hearing having been duly had upon said applications before the Commission, Hon. George V. S. Williams and Hon. Milo R. Maltbie, Commissioners, presiding; and it appearing to the Commission that the authorized capital stock of the said New York Edison Company has been duly increased from \$50,549,400 to \$66,349,400, of which \$50,153,400 has been issued and is outstanding; and it being now the opinion of the Commission:

(1) That the money to be procured by the said further issue of stock is reasonably required for the discharge or lawful refunding of its obligations, and particularly for the purposes which are hereinafter stated in this order, and

(2) That said purposes are not in whole or in part reasonably chargeable to operating expenses or to income;

Section 2. *It is ordered*, That the New York Edison Company be and it hereby is authorized to issue its capital stock to the amount of fifteen million eight hundred thousand dollars (\$15,800,000) par value; that all the stock hereby authorized shall be stock of said company to be issued for money.

Section 3. *It is ordered*, That the Consolidated Gas Company of New York be and it hereby is authorized to purchase, acquire, take and hold the said \$15,800,000 par value of capital stock of the said New York Edison Company hereby authorized to be issued as aforesaid.

Section 4. *It is ordered*, That said issue of stock by said New York Edison Company and the acquisition of said stock by the Consolidated Gas Company of New York are authorized upon the conditions following and not otherwise, to wit:

First: That the said New York Edison Company shall sell the said stock hereby authorized so as to net the said company not less than the par value thereof and that the proceeds thereof shall be applied only to the following purposes, that is to say:

For discharge or refunding, dollar for dollar, of the principal of obligations of the New York Edison Company incurred for

(a) Acquisition of property, and

(b) Construction, completion, extension or improvement of its facilities, plant or distributing system, which said obligations are described as follows, namely:

Notes of the New York Edison Company payable to the Consolidated Gas Company on demand, dated and for amounts of principal as follows:

Date of Note.	Amount.
May 11, 1907.....	\$ 700,000 00
May 31, 1907.....	200,000 00
June 15, 1907.....	500,000 00
July 31, 1907.....	400,000 00
September 11, 1907.....	5,000,000 00
February 27, 1907.....	5,000,000 00
May 6, 1910.....	1,000,000 00
August 12, 1912.....	1,750,000 00
December 18, 1912.....	500,000 00
January 14, 1913.....	750,000 00
Total	\$15,800,000 00

Second: That said New York Edison Company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the stock hereby authorized to be issued and on or before the tenth day of each month the company shall make veri-

fied reports to the Commission stating the sale or sales of said stock during the previous month, the terms and conditions of sale, the moneys realized therefrom, and the use and application of such moneys; and said accounts, vouchers and records shall be opened to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Third: That the authority hereby given to issue said stock shall apply only to stock issued by the said company on or before the 30th day of June, 1914.

Section 5. *It is ordered,* That this order take effect on the 4th day of May, 1914, and, except as provided in the Third paragraph of Section 4 limiting the duration of the authority to issue such stock herein granted, continue in force until otherwise ordered by the Commission, and that within ten days after service upon it of a copy of this order said New York Edison Company and said Consolidated Gas Company of New York notify the Commission whether the terms of this order are accepted and will be obeyed.

New York Municipal Railway Corporation — Application for approval of issue of \$400,000 additional capital stock

Case No. 1892,
Extension Orders

This proceeding was begun upon the application of the New York Municipal Railway Corporation under Section 55 of the Public Service Commissions Law for the authority of the Commission to issue capital stock to the further amount of \$400,000 par value. Hearings were had on June 28 and on subsequent dates to July 9, 1913. The Commission on August 1, 1913, issued an order authorizing the further issue of \$400,000 par value of capital stock, upon certain conditions.

Applications having been received from the New York Municipal Railway Corporation dated January 28, March 25, April 25, May 29, June 29, July 29, September 30, October 30, November 28 and December 29, 1914, for further extensions of the time within which to issue stock authorized by the order of August 1, 1913. The Commission on January 30, March 27, April 28, June 2, July 1, July 30, October 9, November 6, November 30 and December 31, 1914, further extended (see blank form of extension order, page 379) such time to March 30, April 30, May 30, June 30, July 30, September 30, October 30, November 30, December 30, 1914, and January 30, 1915, respectively.

New York Railways Company — Application for authority to issue \$754,000 bonds

Case No. 1560,
Order after Rehearing

This proceeding was begun upon the application of the New York Railways Company for authority to issue \$2,600,000 of bonds under its first real estate and refunding mortgage dated January 1, 1912, in addition to \$16,299,167.66 of bonds theretofore issued under said mortgage. Hearings were had during 1912. On November 1, 1912, the Commission rendered an opinion (see 3 P. S. C. R. [1st Dist. N. Y.], 397), and issued an order authorizing the issue of \$640,000 of bonds upon certain conditions therein set forth. Rehearings were had on May 23, 1913, and on subsequent dates to December 12, 1913.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION OF

NEW YORK RAILWAYS COMPANY for authority to issue \$2,600,000 of bonds under its First Real Estate and Refunding Mortgage, dated January 1, 1912, in addition to \$16,299,167.66 of bonds heretofore issued under said mortgage and now outstanding and uncanceled.

Case No. 1560,
Order after Rehearing
February 6, 1914

Section 1. Application having been made to the Public Service Commission for the First District by the New York Railways Company under provisions of the Public Service Commissions Law for the consent of the Commission to the issuance

by said company of bonds to the amount of two million six hundred thousand dollars (\$2,600,000) face value, said bonds to be payable on the first day of January, 1942, and to bear interest at four (4) per cent per annum payable semi-annually and secured by a mortgage upon all the property of the company known as its "Thirty Year First Real Estate and Refunding Mortgage," dated January 1, 1912, made to the Guaranty Trust Company of New York as trustee, and a hearing having been duly held upon said application before the Commission, Hon. Milo R. Maltbie, Commissioner, presiding; and the Commission having been of the opinion after said hearing that not more than six hundred and forty thousand dollars (\$640,000) face value of principal of said bonds should be issued, and having therefore on November 1, 1912, made and served an order authorizing the issuance of said amount of bonds.

Section 2. And said New York Railways Company having under date of May 9, 1913, made an application for a rehearing in respect of the matters determined in and by said order of November 1, 1912, and said application having been granted, and such rehearing having been had; and said company having failed on said rehearing to present any facts for the consideration of the Commissioner or any valid reason why the determination of the Commission upon the facts already presented should be changed; and the Commission being of the opinion after said rehearing that said determination of November 1, 1912, was in all respects proper and should not be abrogated, changed or modified.

Section 3. *It is ordered*, That said application of the New York Railways Company for authority to issue bonds in so far as it relates to any amount in excess of six hundred and forty thousand dollars (\$640,000) face value be and the same hereby is denied and that said order of November 1, 1912, be and the same hereby is in all things confirmed.

Section 4. *It is ordered*, That this order shall take effect immediately and shall continue in force until changed or abrogated by future order of the Commission.

Pelham Park Railroad Company—Application of George Keegan for approval of plan for reorganization and issue of securities thereunder

Case No. 1655,
Extension Order
Extension and Hearing Resolution
Extension Orders

This proceeding was begun upon the application of George Keegan, acting under a plan and agreement for the readjustment of the affairs of the Pelham Park Railroad Company, entered into by him with the Interborough Rapid Transit Company, for the approval of the said plan and agreement, and the issue of securities in accordance therewith. Hearings were had on March 31 and on subsequent dates to May 20, 1913. On May 27, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 318), and issued an order authorizing the Pelham Park and City Island Railway Company, Inc., to issue \$117,000 capital stock, the proceeds to be used for various purposes as prescribed by the order.

Application dated December 20, 1913, having been made by the Pelham Park and City Island Railway Company, Inc., for an extension of time within which to complete the construction of the railroad and issue the stock authorized by the order of May 27, 1913, the Commission on January 6, 1914, issued an order (see blank form of extension order, page 379) granting such extension of time to April 1, 1914.

Application having been made by the Pelham Park and City Island Railway Company, Inc., for a further extension of time to July 1, 1914, within which to complete the construction of the railroad pursuant to the order of May 27, 1913, the Commission, on March 31, 1914, issued an order granting a further extension of time to April 14, 1914, and directing that a hearing be had on April 7, 1914.

Hearing having been had on April 7, 1914, the Commission, on April 14, 1914, issued an order (see blank form of extension order, page 379) extending to June 1, 1914, the time within which the Pelham Park and City Island Railway Company, Inc., should complete the construction of and place in full operation its street railroad, pursuant to the order of May 27, 1913.

Applications dated May 26 and September 22, 1914, having been made by the Pelham Park and City Island Railway Company, Inc., for further extensions of time within which to complete the construction of the railroad and issue the stock, authorized by the order of May 27, 1913, the Commission on June 2 and September 29, 1914, issued orders (see blank form of extension order, page 379) granting further extensions of time to September 30 and December 31, 1914, respectively.

Staten Island Midland Railway Company — Application for approval of issue of \$135,000 equipment trust certificates

Case No. 1887,
Hearing Resolution
Order Authorizing Issue of Certificates
Rehearing Resolution

This proceeding was begun upon the application of the Staten Island Midland Railway Company for authority to issue \$135,000 face value of equipment trust certificates. The Commission on November 13, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on November 23, 1914. Hearings were had on November 23 and 27, 1914. On December 22, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 345), and thereupon issued the following order:

IN THE MATTER
OF THE APPLICATION OF THE
STATEN ISLAND MIDLAND RAILWAY COMPANY for author-
ization to issue \$135,000 face value of Series A.
Equipment Trust Certificates.

Case No. 1887,
Order Authorizing Issue
of \$135,000 Series A
Equipment Trust Cer-
tificates
December 22, 1914

Section 1. Application having been made to the Public Service Commission for the First District by Staten Island Midland Railway Company under provisions of the Public Service Commissions Law for the consent of the Commission to the issuance by said company of equipment trust certificates, Series A, to the amount of \$135,000, face value, said certificates to be payable in installments of \$7,000 on the first day of each January and \$6,500 on the first day of each July until July 1, 1925, and to bear interest at six (6) per cent per annum, payable semi-annually and secured by a certain lease and agreement; and a hearing having been duly held upon said application before the Commission, Honorable Milo R. Matthe and Honorable George V. S. Williams presiding; and it being now the opinion of the Commission:

(1) That the issuance of said certificates of the said Staten Island Midland Railway Company to the amount of \$135,000, face value, payable at a period of more than twelve months after the date thereof, is necessary to and reasonably required by said company for the acquisition of property, and particularly for the purposes which are hereinafter stated in this order; and

(2) That the expenditure for said purpose is reasonably chargeable to capital, except as to \$26,680 which is reasonably chargeable to income.

Section 2. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by the said Staten Island Midland Railway Company of \$135,000, face value, of principal of Series A, equipment trust certificates of said company, maturing in installments of \$7,000 on the first day of each January and \$6,500 on the first day of each July until July 1, 1925, and to bear interest at six (6) per cent per annum, payable semi-annually under and in pursuance of the terms of a certain lease of 32 cars from the Osgood Bradley Car Company to the Staten Island Midland Railway Company dated November 2, 1914, and in pursuance of a certain agreement between Osgood Bradley Car Company, Bankers Trust Company and Staten Island Midland Railway Company, dated November 2, 1914, whereby the said Osgood Bradley Car Company assigns to Bankers Trust Company its right and title to said 32 cars and its rights under the said lease, copies of which lease and agreement are attached to the petition herein.

Section 3. *It is ordered*, That said issue of Series A, equipment trust certificates is authorized upon the conditions following and not otherwise, to wit:

First: That the said Staten Island Midland Railway Company shall issue the said certificates hereby authorized only for the acquisition of the 32 cars described in the petition.

Second: That in order to provide for the payment of said certificates the company shall in each year, beginning January 1, 1915, set aside out of income not less than \$13,500. The moneys thus reserved from income shall be used only for the payment of the equipment trust certificates hereby authorized.

Third: That the authority hereby given to issue such certificates shall apply only to certificates issued by the said company on or before the 31st day of January, 1915.

Section 4. *It is ordered*, That this order take effect on the 22d day of December, 1914, and except as provided in the third paragraph of Section 3 limiting the duration of the authority to issue such certificates herein granted, continue in force until otherwise ordered by the Commission, and that within ten days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

The company having applied under date of December 29, 1914, for a rehearing in this matter, the Commission, on December 31, 1914, issued an order (see blank form a rehearing resolution, page 382) directing that rehearing be had on January 7, 1915.

Third Avenue Bridge Company—Application for approval of issue of \$20,000 stock

Case No. 1485

This proceeding was begun upon the application of the Third Avenue Bridge Company for authority to issue \$20,000 par value of stock. Hearings were had during 1911. The Commission on December 30, 1911, rendered an opinion (see 2 P. S. C. R. [1st Dist. N. Y.], 779), and issued an order granting the application of the company upon certain conditions. On March 8, 1912, the Commission rendered an opinion (see 3 P. S. C. R. [1st Dist. N. Y.], 209), and adopted a resolution upon application of the company authorizing the expenditure of \$14,943.70 from the proceeds of the sale of stock. Upon application of the company for a modification of the approval resolution of March 8, 1912, the Commission on April 4, 1913, directed that a rehearing be had on April 17, 1913. Rehearing was had on April 17, 1913, and closed. Further hearing was had on December 24, 1914, and closed. No further action during 1914.

Third Avenue Railway Company—Second application for approval of acquisition of stock of Mid-Crosstown Railway Company, Inc., and of issue of \$500,000 bonds to pay therefor

Case No. 1714,
Opinion
Final Order

This proceeding was begun upon the application of the Third Avenue Railway Company for the consent of the Commission to purchase, acquire, take and hold the capital stock and bonds which might be issued by the Mid-Crosstown Railway Company, Inc., in payment for the property and franchises which formerly belonged to Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company. Hearings were had on September 11 and on subsequent dates to September 30, 1914. On January 23, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 22).

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION
OF

THIRD AVENUE RAILWAY COMPANY for the consent of the Public Service Commission for the First District to purchase, acquire, take and hold the capital stock and bonds which may be issued by the Mid-Crosstown Railway Company, Inc., in payment for the property and franchises which formerly belonged to Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company.

Case No. 1714,
Order
January 23, 1914

Section I. Application having been made to the Public Service Commission for the First District by the Third Avenue Railway Company under provisions of the Public Service Commissions Law for authority to purchase, acquire, take and hold all the capital stock and bonds to be issued by the Mid-Crosstown Railway Company, Inc. (a reorganization of the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company) and for the consent of the Commission to the issuance by said Third Avenue Railway Company of bonds to the amount of five hundred thousand dollars (\$500,000) face value, said bonds to be payable on the first day of January, 1960, and to bear interest at four per cent per annum payable semi-annually, and secured by a mortgage upon all the property of the company, and a hearing having been duly held upon said application before the Commission, Honorable Milo R. Maltbie, Commissioner, presiding; and the Commission having by an order bearing even date herewith authorized on certain conditions the issuance

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of one hundred and fifty thousand dollars (\$150,000) of capital stock by the Mid-Crosstown Railway Company, Inc., but having authorized the issue of no bonds whatsoever; and it being now the opinion of the Commission

(1) That permission should be granted to the Third Avenue Railway Company to purchase, acquire, take and hold the one hundred and fifty thousand dollars (\$150,000) of capital stock so authorized to be issued by the Mid-Crosstown Railway Company, Inc.;

(2) That the issue of said bonds of the said Third Avenue Railway Company to the amount of not exceeding one hundred and eighty-seven thousand dollars (\$187,000) face value, payable at a period of more than twelve months after the date thereof, is necessary to and reasonably required by said company for the acquisition of property, and particularly for the purposes which are hereinafter stated in this order; and

(3) That, except as to the following specified amount of said bonds authorized to be issued hereunder to procure money for the purposes following, to wit:

\$37,000, or so much thereof as may be necessary to pay the expenses of sale and make up discount,
said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section II. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the said Third Avenue Railway Company to purchase, acquire, take and hold said one hundred fifty thousand dollars (\$150,000) of capital stock so authorized to be issued by the Mid-Crosstown Railway Company, Inc.

Section III. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by the said Third Avenue Railway Company of one hundred and eighty-seven thousand dollars (\$187,000) face value of principal of bonds of said company, maturing the first day of January, 1960, redeemable on any first day of January or July, after July 1, 1914, at one hundred and five per cent (105%) of the par or face value thereof besides accrued interest, and to bear interest at four per cent (4%) per annum, payable semi-annually under and pursuant to the terms of the mortgage heretofore and on the 20th day of December, 1911, made and executed by the said Third Avenue Railway Company to the Central Trust Company of New York, as trustee.

Section IV. *It is ordered*, That said issue of bonds is authorized upon the conditions following and not otherwise, to wit:

First: That none of said bonds shall be sold or issued by said Third Avenue Railway Company so as to net the said company less than eighty per cent (80%) of the par value of principal thereof besides interest accrued thereon, and that said bonds and the proceeds thereof shall be applied only to the following purposes, that is to say:

(1) For acquisition of property described as follows: \$150,000 par value of capital stock to be issued by the Mid-Crosstown Railway Company, Inc.....	\$150,000
(2) For expenses of sale of bonds hereby authorized and to make up the discount or deficiency, if any, in the amount realized from the sale to net not less than eighty per cent (80%) of par of the bonds sold for the purpose specified in Subdivision (1) of paragraph First of Section IV and to be applied for the purpose therein stated, not exceeding the sum of	37,000
Total	\$187,000

Second: That all bonds issued under authority of this order for the payment of discounts, commissions and expenses in connection with the approval, issuance and sale of the said bonds, not to exceed \$37,000, shall be amortized out of the income of the company prior to their maturity by the payment into an amortization fund of not less than one per cent (1%) of the face value of bonds so issued on the 30th day of June, 1914, and each and every year thereafter, plus four per cent (4%) upon all prior payments, so long as may be necessary. Said fund shall be used only for the purpose of retirement of mortgage bonds of said company or for the acquisition of property for capital or investment purposes.

Third: That said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the bonds hereby authorized to be issued and on or before the tenth day of each month the company shall make verified reports to the Commission stating the sale or sales of said bonds during the previous month, the terms and conditions of sale, the moneys realized therefrom and the use and application of such moneys; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Fourth: That the authority hereby given to issue such bonds shall apply only to bonds issued by the said company on or before the 30th day of June, 1914.

Section V. *It is ordered*, That this order take effect on the 28d day of January, 1914, and except as provided in the Fourth paragraph of Section IV limiting the duration of the authority to issue such bonds herein granted continue in force until otherwise ordered by the Commission and that within ten days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

Third Avenue Railway Company — Application for approval of issue of \$6,650,000 bonds

Case No. 1778,
Approval Order

This proceeding was begun upon the application of the Third Avenue Railway Company for leave to issue \$6,650,000 par value of its first refunding mortgage fifty-year four per cent gold bonds secured by its first refunding mortgage dated December 20, 1911. Hearings were had on January 7, 1914, and on subsequent dates to February 18, 1914, when the hearing was adjourned to March 2, 1914. Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Application of the THIRD AVENUE RAILWAY COMPANY for leave to issue \$6,650,000 par value of its First Refunding Mortgage Fifty-Year Four Per Cent Gold Bonds secured by its First Refunding Mortgage, dated December 20, 1911.

Case No. 1778,
Order Authorizing Issue of
\$4,000,000 Face Value
of Bonds
February 20, 1914

Section 1. Application having been made to the Public Service Commission for the First District by Third Avenue Railway Company by its petition dated and verified December 24, 1913, under the provisions of the Public Service Commissions Law, for the consent of the Commission to the issuance by said company of \$6,650,000 face value of its first refunding mortgage fifty year four per cent gold bonds under its First Refunding Mortgage, dated December 20, 1911, and a hearing having been duly had upon said application before the Commission, Honorable Milo R. Maltbie, Commissioner, presiding, and the company, pending the said application, having asked consent of the Commission to a preliminary order authorizing the issue of \$4,000,000 face value of said bonds, the proceeds to be applied as hereinafter set forth; and it being now the opinion of the Commission

(1) That the money to be procured by the issue of \$4,000,000 face value of said bonds payable at a period of more than twelve months after the date thereof is necessary to and reasonably required by said company for the discharge or lawful refunding of its obligations or for the reimbursement of moneys actually expended from income or from other moneys in the treasury of the corporation, not secured by or obtained from the issue of stocks, bonds, notes or other evidence of indebtedness of such corporation, for the acquisition of property, and particularly for the purposes which are hereinafter stated in this order; and

(2) That, except as to the following specified amount of said bonds authorized to be issued hereunder to procure money to be applied for the purpose following, to wit:

\$720,000 or so much thereof as may be necessary to pay expenses of sale of the bonds hereby authorized and to make up discount,

said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by the said Third Avenue Railway Company of four million dollars (\$4,000,000) face value of principal of First Refunding Mortgage Bonds of said company, dated January 1, 1910, maturing the 1st day of January, 1960, and redeemable at any time on or after the 1st day of January, 1915, at one hundred and five (105) per cent of the par or face value thereof, besides accrued interest, and to bear interest at four (4) per cent per annum, payable semi-annually, under and in pursuance of the terms of the said mortgage made and executed by the said Third Avenue Railway Company to Central Trust Company of New York as trustee, dated December 20, 1911.

Section 3. *It is ordered*, That said issue of bonds is authorized upon the conditions following, and not otherwise, to wit:

First: That the said Third Avenue Railway Company shall sell the said bonds hereby authorized so as to net the said company not less than eighty-two (82) per cent of the par value of the principal thereof, besides the

interest accrued thereon, and that the proceeds thereof shall be applied only to the following purposes, that is to say:

1. To pay the balance of principal sum payable upon a note of Third Avenue Railway Company dated March 25, 1913, given to procure money to pay for stock and bonds of the Belt Line Railway Corporation.	\$1,939,787 44
2. To pay for \$253,000 face value of capital stock of said Belt Line Railway Corporation at par.....	253,000 00
3. To pay the balance of principal sum payable upon a note of the Third Avenue Railway Company dated March 18, 1912, to procure money to pay for bonds and stock of New York City Interborough Railway Company and claims against said company.....	1,000,000 00
4. For the reimbursement of the treasury of the Third Avenue Railway Company for expenditures out of the income or other moneys in the treasury not derived from stock, bonds, notes or other evidences of indebtedness of said company, made for the purchase of the said stock and bonds of Belt Line Railway Corporation, not to exceed	203,712 56
5. For the expenses of the sale of the bonds hereby authorized and to make up the discount or deficiency, if any, in the amount realized upon the sale to net not less than 82 per centum of par of the bonds sold for the purposes specified in subdivisions 1, 2, 3 and 4 of this paragraph of this section, to be applied pro rata for the purposes therein stated not exceeding the sum of	720,000 00

Second: That all said bonds issued under authority of this order for the payment of expenses and discount in connection with the approval, issuance and sale of the bonds hereby authorized, not to exceed \$720,000 shall be amortized and for such amortization the said Third Avenue Railway Company shall establish and maintain an amortization fund and shall pay in cash into said fund out of revenue or surplus of said company on the 30th day of June, 1915, and on the 30th day of June in each year thereafter until the 30th day of June, 1959, an amount of money which shall not be less than seventy-six one-hundredths of one per cent of the said bonds issued to pay said expenses and discount plus four and one-half per centum upon all prior payments into said fund or until said fund with accumulations shall have aggregated \$720,000 or the amount of said bonds issued to pay said expenses and discount. Said fund shall be used only for the purpose of the retirement of mortgage bonds of said company or for other purposes approved by the Commission.

Third: That said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the bonds hereby authorized to be issued, and on or before the 10th day of each month the company shall make verified reports to the Commission stating the sale or sales of said bonds during the previous month, the terms and conditions of sale, the moneys realized therefrom, and the use and application of such moneys; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Fourth: That the authority hereby given to issue such bonds shall apply only to bonds issued by the said company on or before the 31st day of March, 1914.

Section 4. *Further ordered,* That the authority hereby given for the issuance by the said Third Avenue Railway Company of the sum of \$4,000,000 face value of said bonds is without prejudice to any right of the said company to prosecute its application herein for authority to make an issue of a further amount of bonds, and is without prejudice to the right of the Commission to defer action and inquire further thereon and upon the presentation of further proof to make its determination as to the same.

Section 5. *It is ordered,* That this order take effect on the 20th day of February, 1914, and except as provided in the Fourth paragraph of Section 3 limiting the duration of the authority to issue said bonds herein granted, continue in force until otherwise ordered by the Commission, and that within ten days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

Adjourned hearings were had on March 2, 1914, and on subsequent dates to December 9, 1914, when the hearing was adjourned subject to call. Hearing was resumed on December 24, 1914, and adjourned to January 8, 1915. No further action.

Twenty-third Street Railway Company—Application for approval of \$1,500,000 bond issue

Case No. 1584,
Opinion
Order Granting Application

This proceeding was begun upon the application of the Twenty-third Street Railway Company, under Section 8 of the Railroad Law and Section 55 of the Public Service Commissions Law, for the consent of the Commission to the creation and delivery of a mortgage for \$1,500,000 upon all its property and franchises, and to the issuance of \$1,500,000 of bonds thereunder. Hearings were had during 1912 and 1913 to January 7th. On May 27, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 283), to certain particulars of which the company took objections. Further hearing was had on December 9, 1913.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION
OF THE

TWENTY-THIRD STREET RAILWAY COMPANY under Section 8 of the Railroad Law and Section 55 of the Public Service Commissions Law for the consent of the Commission to the creation and delivery of a mortgage for \$1,500,000 upon all its property and franchises and to the issuance of \$1,500,000 of bonds thereunder.

Case No. 1584,
Order Granting Application
May 28, 1914

Section 1. Application having been made to the Public Service Commission for the First District by the Twenty-third Street Railway Company under provisions of the Railroad Law for the consent of the Commission to the execution and issuance by said company of a mortgage to the Bankers Trust Company as trustee, and a hearing having been duly held upon said application before the Commission; and it appearing to the Commission that the owners of capital stock of said Twenty-third Street Railway Company to an amount equal to that required by the statute have consented to the issuance of said mortgage;

Section 2. *It is ordered*, That the Public Service Commission for the First District does hereby consent to the issuance and execution by said Twenty-third Street Railway Company unto said Bankers Trust Company as trustee of an improvement and refunding mortgage, said mortgage to be dated as of the first day of January, 1912, to secure an issue of one million five hundred thousand dollars (\$1,500,000) of bonds of said Twenty-third Street Railway Company, said bonds to be dated as of the first day of January, 1912, and to be payable on the first day of January, 1962, redeemable upon any interest day at one hundred and seven per cent (107%) of the par value thereof and accrued interest, and the said bonds to bear interest at five per cent (5%) per annum payable semi-annually upon the terms and conditions in said mortgage set forth and contained. The form of such mortgage submitted by said Twenty-third Street Railway Company to the Commission is hereby approved and ordered filed and properly identified by reference thereon to the resolution under authority of which this order is issued. Said company, however, shall have no right or authority to issue any bonds pursuant to the terms of said mortgage except as hereafter authorized by the Commission.

Section 3. Application having been made to the Public Service Commission for the First District by the Twenty-third Street Railway Company under provisions of the Public Service Commissions Law for the consent of the Commission to the issuance by said company of bonds to the amount of one million five hundred thousand dollars (\$1,500,000) face value, said bonds to be payable on the first day of January, 1962, and to bear interest at five per cent (5%) per annum payable semi-annually and secured by an improvement and refunding mortgage upon all the property of the company; and a hearing having been duly held upon said application before the Commission, Honorable Milo R. Maltbie, Commissioner, presiding; and it being now the opinion of the Commission

(1) That the issue of said bonds of the said Twenty-third Street Railway Company to the amount of one million five hundred thousand dollars (\$1,500,000) payable at a period of more than twelve (12) months after the date thereof is necessary to and reasonably required by said company for the discharge or lawful refunding of its obligations and particularly for the purposes which are hereinafter stated in this order, and said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 4. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by the said Twenty-third Street Railway Company of one million five hundred thousand dollars (\$1,500,000) face value of principal of bonds of said company maturing the first day of January, 1962,

redeemable on any interest day at one hundred and seven per cent (107%) of the par or face value thereof besides accrued interest, and to bear interest at five per cent (5%) per annum payable semi-annually under and in pursuance of the terms of the mortgage hereby approved to be made and executed by the said Twenty-third Street Railway Company to the Bankers Trust Company as trustee.

Section 5. *It is ordered*, That said issue of bonds is authorized upon the conditions following and not otherwise, to wit:

First: That the said Twenty-third Street Railway Company shall deliver the said bonds hereby authorized to the said face amount of \$1,500,000 to Bankers Trust Company, successor by merger to the Mercantile Trust Company as trustee, under a certain agreement between the Interborough-Metropolitan Company and the Mercantile Trust Company dated May 23, 1907, in lieu of and as a full discharge of a certain obligation of the said Twenty-third Street Railway Company evidenced by a certain note dated April 30, 1907, for \$2,204,929.92 payable to the Mercantile Trust Company, as trustee, which said obligation by reason of a compromise and settlement in a certain litigation thereon has been adjusted and settled at the sum of \$1,500,000.

Second: That said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the bonds hereby authorized to be issued and on or before the tenth day of each month shall make verified reports to the Commission stating the disposition of said bonds during the previous month, the terms and conditions of such disposition, and the obligations discharged thereby; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Third: That the authority hereby given to issue such bonds shall apply only to bonds issued by the said company on or before the thirtieth day of June, 1914.

Fourth: That a duplicate original of the mortgage consented to and authorized as aforesaid upon execution thereof be filed by the petitioner with the Secretary of this Commission.

Section 6. *It is ordered*, That this order take effect on the 28th day of May, 1914, and except as provided in the third paragraph of Section 5 limiting the duration of the authority to issue such bonds herein granted, continue in force until otherwise ordered by the Commission and that within ten (10) days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

On May 28, 1914, Commissioner Maltbie filed an opinion in this matter (see 5 P. S. C. R. [1st Dist. N. Y.], 317).

APPLICATIONS FOR CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY

Brooklyn and Jamaica Bay Railway Company — Application for approval of certificate for public convenience and necessity for street railroad in Brooklyn

Case No. 1284

This proceeding was begun in 1910 upon the application of the Brooklyn and Jamaica Bay Railway Company for a certificate of public convenience and necessity for a street railroad beginning at Montauk avenue and Liberty avenue, on Montauk avenue, Fairfield avenue, Railroad avenue and private property to Spring or Mill Creek and Jamaica bay, and beginning at Montauk avenue and Fairfield avenue in a southerly direction to Jamaica bay. Hearings were had during 1910 and 1911 to September 20, 1911. The company was to present further evidence, but did not do so, and has from time to time requested a postponement of action by the Commission upon the application to enable it to perfect certain financial arrangements for the construction of the railroad. No further action.

Degnon Terminal Railroad Corporation — Application for certificate of public convenience and necessity for freight railroad in First Ward, Borough of Queens

Case No. 1786,

Hearing Resolution
Resolution Granting Application

This proceeding was begun upon the application of the Degnon Terminal Railroad Corporation, under Section 9 of the Railroad Law of the State of New York, for a

certificate of public convenience and necessity. The Commission on January 16, 1914, directed (see blank form of hearing resolution with notice, page 380) that a hearing be had on January 26, 1914, and that the company publish due notice thereof. A hearing was had on January 26, 1914.

Thereupon the Commission issued the following resolution:

<p style="text-align: center;">IN THE MATTER OF THE</p> <p>Application of DEGNON TERMINAL RAILROAD CORPORATION for a certificate of public convenience and a necessity under Section 9 of the Railroad Law of the State of New York.</p>	<p>Case No. 1786, Resolution Granting Application January 27, 1914</p>
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On motion duly made and seconded the following resolution was adopted:

Resolved, That the application of Degnon Terminal Railroad Corporation, pursuant to the provisions of Section 9 of the Railroad Law, for a certificate of convenience and a necessity for the construction of a railroad in the Borough of Queens, City of New York, be and hereby is granted, and that the Chairman and Secretary of the Commission be and hereby are authorized in its name to execute a certificate in duplicate in the following form and to affix thereto the seal of the Commission; one of which duplicates shall be filed in the office of the Commission and the other of which shall be delivered to the Company:

<p style="text-align: center;">IN THE MATTER OF THE</p> <p>Application of DEGNON TERMINAL RAILROAD CORPORATION for a certificate of public convenience and a necessity under Section 9 of the Railroad Law of the State of New York.</p>	<p>Case No. 1786, Certificate of Convenience and a Necessity</p>
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The Degnon Terminal Railroad Corporation having duly made application to the Public Service Commission for the First District, pursuant to the provisions of Section 9 of the Railroad Law, by petition dated December 31, 1913, and verified January 5, 1914, for a certificate that said company has caused a copy of its certificate of incorporation to be published as required by law, and has filed satisfactory proof of said publication with the Public Service Commission for the First District, as required by law, and that public convenience and a necessity require the construction of the railroad as proposed in said certificate of incorporation;

And the Commission having fixed the 26th day of January, 1914, at 12 o'clock noon, at the office of the Commission, No. 154 Nassau street, Borough of Manhattan, City of New York, for a hearing upon said application, and having directed that a notice of the time, place and purpose of said hearing, containing a description of the terminal between which the petitioner proposed to construct and operate said railroad, be published in certain newspapers and at certain times specified by the Commission; and said notice having been duly published as directed by the Commission; and said hearing having been duly had by and before the Commission on January 26, 1914, Chairman McCall presiding, Parker & Aaron by Charles A. Baker of Counsel, appearing for the petitioner in support of said application, Edward M. Deegan, Assistant Counsel, attending for the Commission, and no one appearing in opposition to said application; and said petitioner having filed with the Commission satisfactory proof that it has published a copy of its certificate of incorporation as required by law; and the Commission having determined after the proceedings on said hearing that public convenience and a necessity require the construction of said railroad as proposed in said certificate of incorporation;

Now, therefore, The Public Service Commission for the First District DOES HEREBY CERTIFY that said Degnon Terminal Railroad Corporation has caused a copy of its certificate of incorporation to be published as required by law, and has filed satisfactory proof thereof with the Public Service Commission for the First District, as required by law; and further that public convenience and a necessity require the construction of the railroad as proposed in said certificate of incorporation, the length and terminal of said railroad being described therein as follows:

Exclusive of switches and sidings, its total length is to be between one-half a mile and one mile, and its terminal are to be a point near Davis street and a point near School street, both located in the First ward of the Borough of Queens, County of Queens, City and State of New York.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT

..... Chairman
..... Secretary

A certificate in the form prescribed by the foregoing resolution was accordingly executed on January 27, 1914, and was delivered to the applicant.

APPLICATIONS FOR APPROVAL OF CONSTRUCTION AND EXERCISE OF FRANCHISE THEREFOR

Degnon Terminal Railroad Corporation — Application for approval of exercise of franchise for railroad across Pearson street and other streets, Borough of Queens

Case No. 1843,
Hearing Resolution
Approval Order

This proceeding was begun upon the application of the Degnon Terminal Railroad Corporation, under Section 53 of the Public Service Commissions Law, for the permission and approval to the exercise of a franchise and the construction and operation of a railroad over portions of Pearson street, Anable avenue, Creek street, Orton street, Manly street, Nott avenue, Davis street and Mount street, in the First Ward of the Borough of Queens. The Commission on July 1, 1914, directed (see blank form of hearing resolution, with notice, page 380) that a hearing be had on July 10, 1914, and that the company publish due notice thereof. Hearing was had on July 10, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION OF THE

DEGNON TERMINAL RAILROAD CORPORATION for the permission and approval of the Public Service Commission for the First District, under Section 53 of the Public Service Commissions Law, to exercise a franchise and operate a railroad over certain streets, avenues and highways in the First Ward of the Borough of Queens, City of New York.

Case No. 1843,
Order Granting Application
July 6, 1914

Degnon Terminal Railroad Corporation having made application to this Commission by petition verified June 24, 1914, for the permission and approval of this Commission, pursuant to the provisions of Section 53 of the Public Service Commissions Law, for the construction of a railroad and the exercise of the franchise to operate the same in, upon and across the streets, avenues and highways herein-after described as set forth in a certain franchise contract dated June 12, 1914, made and entered into between the said railroad corporation and The City of New York; and the Commission having fixed the 10th day of July, 1914, at 10:30 o'clock A. M. at the office of the Commission, No. 154 Nassau street, Borough of Manhattan, City of New York, for a hearing upon said application, and having directed that a notice of the time, place and purpose of said hearing be published in certain newspapers and at certain times specified by the Commission; and said hearing having been had by and before the Commission on July 10, 1914, Commissioner Wood presiding, Parker & Aaron by Charles A. Baker of Counsel appearing for the petitioner in support of said application, Vincent Victory, Assistant Corporation Counsel, appearing for The City of New York, and Edward M. Deegan, Assistant Counsel, attending for the Commission, and no one appearing in opposition to said application, and said petitioner having presented and filed with the Commission proof of publication of notice of the time, place and purpose of said hearing as required by the Commission and having presented its allegations and made its proofs whereby it satisfied the Commission that the construction of said railroad and the exercise of said franchise is necessary and convenient for the public service, and the Commission having determined after said hearing that the construction of said railroad and the exercise of said franchise to operate the same is necessary and convenient for the public service.

Ordered, That the said application be and the same hereby is granted; that the permission and approval of the Public Service Commission for the First District is hereby granted to the Degnon Terminal Railroad Corporation for the construction of said railroad and the exercise of the aforesaid franchise to operate the same in, upon and across the following streets, avenues and highways in the First Ward of the Borough of Queens, City of New York:

1. A double track crossing Pearson street parallel to Meadow street and about twelve (12) feet southeasterly therefrom.
2. A double track beginning on the southwesterly side of Anable avenue about twelve (12) feet southeasterly from the southeasterly side of Meadow street; thence northeasterly in a curve across Anable avenue to a point on the northeasterly side thereof.
3. A double track crossing Creek street parallel to Nott avenue and about twelve (12) feet southerly therefrom.

4. A double track crossing Orton street parallel to Nott avenue and about twelve (12) feet southerly therefrom.
5. A double track crossing Manly street parallel to Nott avenue and about twelve (12) feet southerly therefrom.
6. A single track crossing Nott avenue at right angles near the center of the block between Orton street and Manly street.
7. A single track beginning at a point on the northwesterly side of Davis street about eight (8) feet southwesterly from the intersection of said northwesterly side of Davis street with the southwesterly side of Pearson street; thence southerly in a curve across Davis street to the southeasterly side thereof at a point about seventy (70) feet southwesterly from the intersection of said southeasterly side of Davis street with the southwesterly side of Pearson street.
8. A single track beginning at a point on the northwesterly side of Creek street near the center line of the block between Anable avenue and Pearson street; thence southerly in a curve across Creek street to a point in the southeasterly side of Creek street about two hundred and fifty-five (255) feet northerly from the intersection of said southeasterly side of Creek street and the northerly side of Hunters Point avenue.
9. A single track beginning at a point on the westerly side of Creek street about seventy-two (72) feet southerly from the intersection of said westerly side of Creek street with the southerly side of Nott avenue; thence southeasterly in a curve across Creek street to the easterly side thereof at a point about one hundred and sixty-seven (167) feet southerly from the intersection of said easterly side of Creek street with the southerly side of Nott avenue.
10. A single track beginning at a point in the westerly side of Creek street about three (3) feet southerly from the intersection of said westerly side of Creek street with the southerly side of Nott avenue; thence northeasterly in a curve across Creek street and Nott avenue to a point on the northerly side of Nott avenue about sixty-five (65) feet easterly from the intersection of said northerly side of Nott avenue with the easterly side of Creek street.
11. A single track beginning at a point on the southerly side of Nott avenue about two hundred and twenty-five (225) feet easterly from the intersection of said southerly side of Nott avenue with the easterly side of Creek street; thence northeasterly in a curve across Nott avenue to a point on the northerly side thereof about sixty-five (65) feet easterly from the intersection of said northerly side of Nott avenue with the easterly side of Dutch Kills place.
12. A single track beginning at a point on the southerly side of Nott avenue about two hundred and ninety-five (295) feet westerly from the intersection of said southerly side of Nott avenue with the westerly side of Orton street; thence northeasterly in a curve across Nott avenue to a point on the northerly side thereof about ten (10) feet easterly from the intersection of said northerly side of Nott avenue with the easterly side of Queens place.
13. A single track beginning at a point on the southerly side of Nott avenue about one hundred and fifty (150) feet westerly from the intersection of said southerly side of Nott avenue with the westerly side of Orton street; thence northeasterly in a curve across Nott avenue to a point on the northerly side thereof about fifty (50) feet westerly from the intersection of said northerly side of Nott avenue with the westerly side of Orton street.
14. A single track beginning at a point on the westerly side of Orton street about three (3) feet southerly from the intersection of said westerly side of Orton street with the southerly side of Nott avenue; thence northeasterly in a curve across Orton street and Nott avenue to a point on the northerly side of Nott avenue about fifty-nine (59) feet easterly from the intersection of the said northerly side of Nott avenue with the easterly side of Orton street.
15. A single track crossing Nott avenue at right angles near the center line of the block between Manly street and Mount street.
16. A single track crossing Nott avenue at right angles near the center line of the block between Mount street and School street.
17. A single track crossing Anable avenue at right angles near the center line of the block between Orton street and Manly street.
18. A single track crossing Anable avenue at right angles near the center line of the block between Manly street and Mount street.
19. A single track crossing Anable avenue at right angles near the center line of the block between Mount street and School street.
20. A single track beginning at a point in Creek street on the center line of the track hereinbefore described as No. 9; thence southeasterly in a curve to a point on the easterly side of Creek street about one hundred and thirty-seven (137) feet southerly from the intersection of said easterly side of Creek street with the southerly side of Nott avenue.
21. A single track beginning at a point on the westerly side of Manly street about three (3) feet southerly from the intersection of said westerly side of Manly street with the southerly side of Nott avenue; thence northeasterly in a curve across Manly street and Nott avenue to a point on the northerly side of Nott avenue about fifty-nine (59) feet easterly from the

intersection of said northerly side of Nott avenue with the easterly side of Manly street.

22. A single track beginning at a point on the westerly side of Mount street about two (2) feet southerly from the intersection of said westerly side of Mount street with the southerly side of Nott avenue; thence northeasterly in a curve across Mount street and Nott avenue to a point on the northerly side of Nott avenue about fifty-nine (59) feet easterly from the intersection of said northerly side of Nott avenue with the easterly side of Mount street.

23. A single track beginning at a point on the northwesterly side of Pearson street about eighteen (18) feet southeasterly from the intersection of said northeasterly side of Pearson street with the southeasterly side of Meadow street; thence southwesterly in a curve across Pearson street to a point on the southwesterly side thereof about fifty (50) feet southeasterly from the intersection of said southwesterly side of Pearson street with the southeasterly side of Meadow street.

Long Island Railroad Company — Application for approval of exercise of rights in carrying out improvements between Brooklyn-Queens Borough line and Fresh Pond Junction

Case No. 1573

This proceeding was begun upon the application of the Long Island Railroad Company, as lessee of the New York, Brooklyn and Manhattan Beach Railway Company, for the permission and approval of the Commission to exercise all rights, privileges and franchises necessary or convenient for the public service in carrying out the construction work and improvements on that part of the New York, Brooklyn and Manhattan Beach Railway between the Brooklyn-Queens Borough line and Fresh Pond Junction, pursuant to Section 53 of the Public Service Commissions Law. On March 11, 1913, a communication was received from the Board of Estimate and Apportionment transmitting a copy of a resolution adopted by it recommending that the Board withdraw its opposition to the applications of The New York Connecting Railroad Company for certain changes in its certificate authorizing it to construct a rapid transit railroad and of the Long Island Railroad Company for the exercise of certain additional rights.

Hearings were had during 1912, 1913 and 1914 to June 9, 1914, when the hearing was closed. The application of the New York Connecting Railroad Company was granted by the Commission. No further action upon this application during 1914.

Long Island Railroad Company — Application for approval of exercise of franchise for side track across Borden avenue and along a portion of Fox street, Borough of Queens, and for a determination as to the manner of crossing streets

Case No. 1859,
Hearing Resolution
Final Order

This proceeding was begun upon the application of the Long Island Railroad Company, under Section 53 of the Public Service Commissions Law, for the permission and approval of the Commission to exercise a franchise or right to construct and operate a side track across Borden avenue and along a portion of Fox street, Long Island City, Borough of Queens; and for a determination under Section 98 of the Railroad Law as to the manner of constructing such track across the tracks of the New York and Queens County Railway Company on Borden avenue. The Commission on August 21, 1914, directed (see blank form of hearing resolution, with notice, page 380) that a hearing be had on August 25, 1914, and that the company publish due notice thereof. Hearing was had on August 25, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION

OF

THE LONG ISLAND RAILROAD COMPANY for the permission and approval of the Public Service Commission for the First District under Section 53 of the Public Service Commissions Law to exercise a franchise or right to construct and operate a side track across Borden avenue and along a portion of Fox street, Long Island City, Borough of Queens, City of New York; and for a determination under Section 98 of the Railroad Law as to the manner of constructing said track across the tracks of the New York and Queens County Railway Company on Borden avenue.

Case No. 1859,
Order (1) Granting Permission under Public Service Commissions Law, Section 53; and (2) Determining Manner of Crossing Borden Avenue under Railroad Law, Section 98
September 11, 1914

The Long Island Railroad Company having made application to this Commission by petition verified July 29, 1914, for the permission and approval of this Commission under Section 53 of the Public Service Commissions Law to exercise a franchise or right to construct and operate a side track across and on the surface of Borden avenue at a point about fourteen (14) feet west of the westerly line of Orton street and along a portion of the surface of Fox street between Review avenue and Borden avenue, Long Island City, Borough of Queens, as described in a certain resolution, granting the consent of The City of New York to the construction and operation of said track, adopted by the Board of Estimate and Apportionment of The City of New York on July 2, 1914, and approved by the Mayor of said City on July 10, 1914, for the purpose of affording direct railroad connection between an existing spur of the petitioner's railroad in Fox street and property owned by Henry Lockhart, Jr., on the northerly side of Borden avenue west of Orton street; and the Commission having fixed the 25th day of August, 1914, at 10:30 o'clock A. M. at the office of the Commission, No. 154 Nassau street, Borough of Manhattan, City of New York, for a hearing upon said application and having directed that notice of the time, place and purposes of said hearing be published in certain newspapers and at certain times specified by the Commission; and said hearing having been had by and before the Commission on August 25, 1914, Commissioner Wood presiding, C. L. Addison appearing for the petitioner in support of said application, A. G. Peacock, of counsel, appearing for the New York and Queens County Railway Company, and Edward M. Deegan, Assistant Counsel, attending for the Commission, and no one appearing in opposition to said application; and said petitioner having presented and filed with the Commission proof of publication of notice of the time, place and purposes of said hearing as required by the Commission, and testimony having been taken and the Commission having determined after said hearing (1) that the construction of said side track and the exercise of the right or franchise to operate the same is convenient for the public service, and (2) that said side track should cross the tracks of the New York and Queens County Railway Company on Borden avenue at grade, the expense of such crossing to be borne entirely by said petitioner;

Ordered, (1) That the permission and approval of the Public Service Commission for the First District under Section 53 of the Public Service Commissions Law is hereby granted to The Long Island Railroad Company for the construction of said side track and the exercise of the aforesaid franchise or right to operate the same across and on the surface of Borden avenue at a point about fourteen (14) feet west of the westerly line of Orton street and along a portion of the surface of Fox street between Review avenue and Borden avenue, Long Island City, Borough of Queens.

(2) That the Public Service Commission for the First District, under Section 98 of the Railroad Law, hereby determines that said side track shall be constructed across the tracks of the New York and Queens County Railway Company on Borden avenue at grade, and that the expense of such crossing shall be borne entirely by The Long Island Railroad Company.

APPLICATIONS FOR APPROVAL OF MISCELLANEOUS FRANCHISE RIGHTS

Fifth Avenue Coach Company—Application for approval of extension of its routes on Seventh avenue and other streets

Case No. 1647,
Communications

This proceeding was begun upon the application of the Fifth Avenue Coach Company for the approval of the Commission of an extension of its routes in the Borough of Manhattan, City of New York, as follows:

From the intersection of its route on West 57th street with Seventh avenue, thence southerly along Seventh avenue to Broadway, thence southerly along Broadway to West 34th street, thence westerly along West 34th street to Seventh avenue, thence southerly along Seventh avenue to West 31st street (connecting at West 32d street with its existing route), thence westerly along West 31st street to Eighth avenue, thence northerly along Eighth avenue to West 33d street, thence easterly along West 33d street to Seventh avenue.

Also from the intersection of its route on Fifth avenue with East 57th street, thence easterly along East 57th street to Park avenue, thence northerly along Park avenue to East 96th street.

Also from the intersection of Park avenue with East 57th street, thence southerly along Park avenue to East 45th street, thence westerly along East 45th street to Vanderbilt avenue, thence southerly along Vanderbilt avenue to East 42d street, thence easterly along East 42d street to Park avenue, thence southerly along Park avenue to East 40th street, thence westerly along East 40th street to Madison avenue, thence southerly along Madison avenue to East 23d street, thence easterly along East 23d street to Lexington avenue, thence southerly along Lexington avenue to East 21st street, thence westerly along East 21st street to Gramercy Park West, thence southerly along Gramercy Park West to East 20th street, thence easterly along East 20th street to Irving place, thence southerly along Irving place to East 14th street; thence westerly along East 14th street to and across Union Square East and around the Washington Monument.

Also from the intersection of East 45th street with the elevated roadway extending along the westerly and southerly sides of the Grand Central terminal, thence southerly and easterly along said elevated roadway around the Grand Terminal to the viaduct spanning East 42d street, thence southerly along the viaduct spanning East 42d street to Park avenue, thence southerly along Park avenue to East 40th street.

Also from the intersection of Lexington avenue with East 21st street, thence easterly along East 21st street to Gramercy Park East, thence southerly along Gramercy Park East to East 20th street, to Irving place.

Also from the intersection of Madison avenue and East 32d street, thence westerly along East 32d street to Fifth avenue, connecting with its existing route upon said avenue.

Communications dated April 2, 17, and May 5, 1913, were received from the East Twenty-third Street Civic Association and various citizens favoring the proposed extension of routes by the company.

The company under date of January 21, 1914, submitted a revised petition, changing the original petition so as to comply with the amendment of Chapter 789 of the Laws of 1913.

The company under date of March 21, 1914, submitted a supplemental petition for the approval of the Commission of a further extension of its routes in the Borough of Manhattan, City of New York, as follows:

From the intersection of its route on Fifth avenue with East 96th street, thence easterly along East 96th street to the easterly side of Lexington avenue.

Also from the intersection of its route on Fifth avenue with the roadway of Central park at or near 97th street and known as Transverse Road Number 4, thence westerly along Transverse Road Number 4 across Central park to Central Park West, thence southerly along Central Park West to West 96th street, thence westerly along West 96th street to the Hudson river.

Also from the East river on East 79th street, thence westerly along East 79th street, connecting with its route on Fifth avenue, to the roadway of Central park at or near East 79th street and known as Transverse Road Number 2, thence westerly along Transverse Road Number 2 across Central park to Central Park West, thence southerly along Central Park West to West 77th street, thence westerly along West 77th street to Columbus avenue, thence northerly along Columbus avenue to West 79th street, thence westerly along West 79th street connecting with its route on Riverside drive to the Hudson river.

No action was taken by the Commission, awaiting the requisite previous action by the Board of Estimate and Apportionment upon the company's application for a franchise grant for the extensions described.

APPLICATIONS FOR APPROVAL OF CONTRACTS AND AGREEMENTS

Long Island Railroad Company and Pennsylvania Tunnel and Terminal Railroad Company — Application for approval of agreement for trackage rights and use of Pennsylvania station to July 1, 1914

Case No. 1884,
Order Approving Trackage Agreement

IN THE MATTER OF THE APPLICATION
OF

THE LONG ISLAND RAILROAD COMPANY and the PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD COMPANY for the approval by the Public Service Commission for the First District of an agreement dated June 24, 1912, between the Pennsylvania Tunnel and Terminal Railroad Company, The Pennsylvania Railroad Company (operating agent of the Pennsylvania Tunnel and Terminal Railroad Company) and The Long Island Railroad Company for trackage rights, use of the Pennsylvania station, Borough of Manhattan, etc., for the period ending July 1, 1916.

Case No. 1884,
Order Approving Trackage
Agreement
June 23, 1914

The Long Island Railroad Company and the Pennsylvania Tunnel and Terminal Railroad Company having made application by petition duly verified September 10, 1912, for the Commission's approval of an agreement dated June 24, 1912, between the Pennsylvania Tunnel and Terminal Railroad Company, the Pennsylvania Railroad Company (operating agent of the Pennsylvania Tunnel and Terminal Railroad Company) and The Long Island Railroad Company granting The Long Island Railroad Company trackage rights between Sunnyside Yard, Long Island, and Pennsylvania Station, Borough of Manhattan, and for the use of such station and yard, for the period ending July 1, 1913, and thereafter indefinitely until terminated by notice; and a hearing having been held before the Commission upon said application, and the Commission thereafter made and filed an order on October 18, 1912, wherein and whereby the said agreement was approved by the Commission for the definite term stated therein, namely, one year from July 1, 1912, and for the definite terms of compensation fixed therein, and wherein and whereby it was further ordered that if said agreement be continued in force and effect after July 1, 1913, the said companies should make further application for the further approval of the Commission;

And the said companies by their petition dated and verified June 2, 1913, having made application to the Commission for the approval of an extension of said agreement dated June 24, 1912, until such time as the said agreement might be materially changed particularly as to the rental items prescribed therein, and having stated in and by said petition that it was understood that further application should be made to the Commission for the approval of any such modifying agreement, and the Commission having thereafter made and filed an order on June 17, 1913, wherein and whereby the said agreement was approved by the Commission for the additional definite term stated therein, namely, one year from July 1, 1913, and for the definite terms of compensation fixed therein, and wherein and whereby it was further ordered that if said agreement be continued in force and effect after July 1, 1914, the said companies should make further application for the further approval of the Commission;

And the said companies by their petition dated May 12, 1914, having now applied for the approval by the Commission of an extension of said agreement dated June 24, 1912, until July 1, 1916, and said last named application having been duly considered by the Commission,

Ordered, That the said agreement between the Pennsylvania Tunnel and Terminal Railroad Company, the Pennsylvania Railroad Company (operating agent of the Pennsylvania Tunnel and Terminal Railroad Company), of the first part, and The Long Island Railroad Company, of the second part, dated June 24, 1912, a copy of which is attached to the petition herein dated May 12, 1914, be and it hereby is approved for the further term of two years, namely, two years from July 1, 1914, and for the definite terms of compensation fixed therein; and it is

Further ordered, That if said agreement is continued in force and effect after July 1, 1916, the said companies shall make further application for the further approval of this Commission; and it is

Further ordered, That if the terms of compensation are changed and a more convenient basis of division agreed upon by officers of the said companies the said new basis of division or the said new compensation shall be submitted to the Commission for its approval.

Further ordered, That this order take effect immediately.

Further ordered, That on or before June 27, 1914, The Long Island Railroad Company and the Pennsylvania Tunnel and Terminal Railroad Company shall notify the Commission in writing whether the terms of this order are accepted and will be obeyed.

Marine Railway Company — Application for approval of supplemental contract with Long Island Railroad Company for use of tracksCase No. 1860,
Approval ResolutionIN THE MATTER OF THE APPLICATION
OF THE

MARINE RAILWAY COMPANY for the approval of a supplementary or amendatory contract entered into between it and THE LONG ISLAND RAILROAD COMPANY, bearing date the 16th day of July, 1914, amending contract dated June 25, 1913, heretofore approved by the Commission July 8, 1913, in Case No. 1704.

Case No. 1860,
Resolution Approving Supplemental or Amendatory Contract
July 31, 1914

Whereas, Marine Railway Company, by letter dated July 30, 1914, has requested that the Commission approve a certain supplementary or amendatory contract entered into between it and The Long Island Railroad Company, bearing date the 16th day of July, 1914, amending a contract between the same parties dated June 25, 1913, heretofore approved by the Commission on July 8, 1913, in Case No. 1704, which amendatory contract permits the Marine Railway Company to cease using certain tracks and in lieu thereof to construct and use certain other connecting tracks; and

Whereas, The Commission is of the opinion that said amendatory contract should be approved;

Now, therefore, it is

Resolved, That said supplementary or amendatory contract, dated July 16, 1914, between The Long Island Railroad Company, Lessee of New York, Brooklyn and Manhattan Beach Railway Company and the Marine Railway Company, duly acknowledged by said contracting parties on the 24th and 16th days of July, 1914, respectively, be and the same hereby is in all respects approved, and the Secretary of this Commission be and he hereby is authorized and directed to endorse upon said supplementary or amendatory contract the approval of this Commission.

New York Municipal Railway Corporation — Application for approval of certain agreements

Case No. 1710

This proceeding was begun upon the application of the New York Municipal Railway Corporation for the approval of the following agreements:

Agreement between Trustees of New York and Brooklyn Bridge and the Kings County Elevated Railway Company dated November 8, 1894, for use of platform and connecting stairway between Kings County Elevated and the Bridge Terminal at Sands and High streets;

Agreement between McNulty and Fitzgerald and the Brooklyn Heights Railroad Company dated April 3, 1902, to erect a line of poles and string wires over a portion of the right of way of the Brooklyn and Bensonhurst Railway Company between the Sea Beach Railroad and the Prospect Park and Coney Island Railroad.

Agreement between Union Ferry Company of Brooklyn and Kings County Elevated Railroad Company dated July 27, 1888, leasing certain lands and premises at or near the foot of Fulton street (Fulton Ferry) for terminal privileges;

Agreement between the Brooklyn Union Elevated Railroad Company and the South Brooklyn Railway Company dated March 1, 1907, to operate trains on the tracks of the South Brooklyn Railway Company from Fifth avenue to the tracks of the Nassau Electric Railroad Company at or near New Utrecht avenue and 38th street;

Agreement between Brooklyn Union Elevated Railroad Company and South Brooklyn Railway Company dated March 1, 1907, regarding operation of Culver trains to and from Coney Island on the Prospect Park and Coney Island Railroad;

Agreement between Brooklyn Union Elevated Railroad Company and the Nassau Electric Railroad Company dated March 1, 1907, regarding operation of cars to and from Coney Island via West End route;

Agreement between South Brooklyn Railway Company and Brooklyn Union Elevated Railroad Company dated March 1, 1907, for terminal privileges at Culver Terminal, Coney Island;

Agreement between the Nassau Electric Railroad Company, Sea Beach Railway Company and Brooklyn Union Elevated Railroad Company relative to operation into and at West End Terminal, Coney Island;

Agreement between Brooklyn Union Elevated Railroad Company and the Brooklyn Heights Railroad Company dated July 1, 1910, for repair shop facilities and surface car storage yard facilities at East New York;

Agreement between Transit Development Company and the Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, Brooklyn, Queens County and Suburban Railroad Company, Coney Island and Gravesend Railway Company, South Brooklyn Railway Company, Sea Beach Railway Company and Brooklyn Union Elevated Railroad Company, dated February 28, 1907, relative to leasing certain car barns and yards and the maintenance of tracks, equipment, etc.

Proposed agreement dated July 1, 1913, between the Brooklyn Heights Railroad Company, as lessee of the Brooklyn City Railroad Company, and New York Consolidated Railroad Company providing for an extension of the use of Lutheran Cemetery tracks pending the completion of construction of the connection called for by the provisions of Contract No. 4, between the City of New York and New York Municipal Railway Corporation;

Proposed agreement dated July 1, 1913, between the Brooklyn Heights Railroad Company, as lessee of the Brooklyn City Railroad Company, and New York Consolidated Railroad Company, Transit Development Company, the Nassau Electric Railroad Company, Brooklyn, Queens County and Suburban Railroad Company, South Brooklyn Railway Company, and Coney Island and Gravesend Railway Company relating to leasing of office space in the building at 168 Montague street and 85 Clinton street.

Hearing was had on July 24, 1913, and closed. On August 1, 1913, the Commission wrote to the applicant that the Commission would withhold action pending further investigation and study of the contracts, but that the operating accounts of the operation of the Centre Street Loop rapid transit railroad which was to be covered by the contracts above enumerated might be made up upon the basis of such agreements.

Under date of March 12, 1914, the applicant's counsel stated that it would be well to let the agreements stand, pending further inquiry by the Commission.

New York Railways Company and Central Crosstown Railroad Company of New York — Application for approval of temporary operating agreement

Case No. 1639,
Discontinuance Order

This proceeding was begun upon the application of the New York Railways Company and the Central Crosstown Railroad Company of New York under Section 54 of the Public Service Commissions Law for the approval by the Commission of an operating agreement between them. Hearing was had on March 3, 1913.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION
OF THE
NEW YORK RAILWAYS COMPANY AND CENTRAL CROSSTOWN RAILROAD COMPANY OF NEW YORK for the approval of an operating agreement under Section 54 of the Public Service Commissions Law.

Case No. 1639,
Order of Discontinuance
February 3, 1914

The New York Railways Company and the Central Crosstown Railroad Company of New York having made application to this Commission by petition dated and verified January 31, 1913, for the approval of a certain operating agreement or lease providing for the operation of the property of the Central Crosstown Railroad Company of New York by the New York Railways Company for a period of one year from January 1, 1913, and a hearing having been duly had on said application by and before the Commission on March 3, 1913, Commissioner Maltbie presiding, A. G. Peacock appearing for said companies, E. M. Deegan, Assistant Counsel, attending for the Commission, and said companies having failed to produce certain information requested by the Commission, it is

Ordered, That the above entitled proceeding be and the same hereby is in all respects discontinued.

New York Railways Company and Central Crosstown Railroad Company of New York — Application for approval of operating agreement

Case No. 1793,
Hearing Resolution
Approval Order

This proceeding was begun upon the application of the New York Railways Company and the Central Crosstown Railroad Company of New York for the approval of an operating agreement or lease under Section 54 of the Public Service Com-

missions Law. The Commission, on January 30, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on February 19, 1914. A hearing was had on February 19, 1914.

Thereupon the Commission issued the following order:

<p>IN THE MATTER OF THE</p>	<p>Case No. 1793, Order Approving Operating Agreement or Lease April 7, 1914</p>
<p>Application of NEW YORK RAILWAYS COMPANY and CENTRAL CROSSTOWN RAILROAD COMPANY OF NEW YORK for the approval of an operating agreement or lease under Section 54 of the Public Service Commissions Law.</p>	

The New York Railways Company and the Central Crosstown Railroad Company of New York having made application to this Commission by joint petition dated and verified January 22, 1914, pursuant to the provisions of Section 54 of the Public Service Commissions Law, for the approval by the Commission of a certain operating agreement or lease dated January 16, 1914, made and entered into between the said companies, whereby the New York Railways Company acquires the right to operate the property of the Central Crosstown Railroad Company of New York for the period of one year from January 1, 1914, and a hearing having been duly had by and before the Commission on February 19, 1914, Commissioner Maltbie presiding, Richard Reid Rogers and J. T. Mason appearing in behalf of said application and no one appearing in opposition thereto, and due deliberation having been had, it is

Ordered, That the said operating agreement or lease dated January 16, 1914, made and entered into between the New York Railways Company and the Central Crosstown Railroad Company of New York be and hereby is approved, and that this order take effect *sunc pro tunc* as of January 1, 1914.

Pennsylvania Tunnel and Terminal Railroad Company—Application for approval of fifth operating agreement with Pennsylvania Railroad Company

Case No. 1803,
Resolution Granting Application

The Pennsylvania Tunnel and Terminal Railroad Company having made application to the Commission by petition verified February 24, 1914, for the approval of an agreement between that company and the Pennsylvania Railroad Company for the operation of the railroad of the Pennsylvania Tunnel and Terminal Railroad Company by the Pennsylvania Railroad Company, as agent, the Commission issued and adopted the following resolution:

<p>IN THE MATTER OF</p>	<p>Case No. 1803, Resolution Granting Application March 3, 1914</p>
<p>The Application of the PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD COMPANY for the approval by the Public Service Commission for the First District of an agreement between that railroad company and the PENNSYLVANIA RAILROAD COMPANY for the operation of the railroad and appurtenances of the Tunnel Company by the Pennsylvania Railroad Company, as agent for the Tunnel Company, from the 1st day of March, 1914, until the 1st day of February, 1915.</p>	

The Pennsylvania Tunnel and Terminal Railroad Company having made application by petition duly verified February 24, 1914, for the approval by the Commission of an agreement between that Railroad Company and the Pennsylvania Railroad Company for the operation of the railroad and appurtenances of the Pennsylvania Tunnel and Terminal Railroad Company by the Pennsylvania Railroad Company, as agent of the Pennsylvania Tunnel and Terminal Railroad Company, from and including the first day of March, 1914, to and including the 31st day of January, 1915.

Now, after due consideration, it is

Resolved, That the prayer of the petitioner be and the same hereby is granted, and the said agreement dated February 20, 1914, between the Pennsylvania Tunnel and Terminal Railroad Company and the Pennsylvania Railroad Company, a copy

of which is annexed to the petition, marked Exhibit A, be and the same hereby is approved on condition, however, that the said agreement shall not be taken or construed as in any way affecting the legal obligations of the Pennsylvania Tunnel and Terminal Railroad Company to the State of New York, to the City of New York or to the public.

Third Avenue Bridge Company, Third Avenue Railway Company, Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company and Belt Line Railway Corporation—Application for approval of contract for operation of cars over lines of Third Avenue Bridge Company and tracks of Third Avenue Railway Company and Belt Line Railway Corporation

Case No. 1897,
Hearing Resolution

This proceeding was begun upon the application of the Third Avenue Bridge Company, the Third Avenue Railway Company, the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company, and the Belt Line Railway Corporation for the approval of a proposed contract between them under Section 54 of the Public Service Commissions Law for the operation of cars over the lines of the Third Avenue Bridge Company and certain tracks of the Third Avenue Railway Company and the Belt Line Railway Corporation. The Commission on December 16, 1914, directed (see blank form of hearing resolution, with notice, page 380) that a hearing be had on December 21, 1914, and that the applicants publish due notice thereof. Hearings were had on December 21 and 24, 1914, when the hearing was closed.

Third Avenue Railway Company and Kingsbridge Railway Company—Application for approval of agreement of merger and consolidation

Case No. 1766,
Denial Order

This proceeding was begun upon the application of the Third Avenue Railway Company and the Kingsbridge Railway Company for the approval of the Commission of a certain joint agreement dated October 30, 1913, providing for the merger and consolidation of the two companies. Hearing was had on December 4, 1913. On February 6, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 108).

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Application of the THIRD AVENUE RAILWAY COMPANY
and the KINGSBRIDGE RAILWAY COMPANY for ap-
proval by the Commission of an agreement for the
consolidation of said corporations.

Case No. 1766,
Order Denying Application
February 4, 1914

Application having been made to this Commission by the Third Avenue Railway Company and the Kingsbridge Railway Company by petition dated and verified November 25, 1913, for the approval by the Commission of a certain agreement for the consolidation of said companies dated October 30, 1913; and the Commission being of the opinion that said companies have not succeeded in effecting a consolidation for the reason that the agreement is defective and does not in fact provide for the creation of a new corporation and has not been duly adopted by the stockholders of the contracting corporations as required by law,

Ordered, That for the foregoing reasons (not upon the merits) said application be and the same hereby is denied.

APPLICATIONS FOR APPROVAL OF TRANSFER OR PURCHASE OF STOCK

Douglas Robinson, as Receiver of the Metropolitan Street Railway Company, and New York Railways Company — Application for approval of transfer by Receiver of Metropolitan Street Railway Company to New York Railways Company of rights under agreements as to operation of cars across Williamsburg Bridge, and of transfer of 500 shares of capital stock of Bridge Operating Company

Case No. 1822,
Hearing Resolution
Opinion
Approval Order

This proceeding was begun upon the application of Douglas Robinson, as Receiver of the Metropolitan Street Railway Company, and the New York Railways Company, for the approval of the transfer by the Receiver of the Metropolitan Street Railway Company to the New York Railways Company of all his rights as such Receiver under certain agreements relating to the operation of cars across the Williamsburg Bridge; the transfer to the New York Railways Company of all his rights to 500 shares of the capital stock of the Bridge Operating Company, and a contract for the transfer of all such rights to be entered into between the parties. The Commission, on May 15, 1914, directed (see blank form of hearing resolution, with notice, page 380) that a hearing be had on May 22, 1914, and that the petitioners publish due notice thereof. Hearing was had on May 22, 1914. On June 2, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 251).

Thereupon the Commission issued the following order:

IN THE MATTER OF THE

Application of **DOUGLAS ROBINSON AS RECEIVER OF THE METROPOLITAN STREET RAILWAY COMPANY**, and of the **NEW YORK RAILWAYS COMPANY**, for an order approving the transfer by said Receiver to said New York Railways Company of all his rights as such Receiver in and under certain agreements relating to the operation of cars across the Williamsburg Bridge; also approving the transfer by said Receiver to said New York Railways Company of all his rights as such Receiver in and to 500 shares of the capital stock of the Bridge Operating Company; also approving a contract for the transfer of all such rights to be entered into between said parties.

Case No. 1822,
Order Granting Application
June 2, 1914

Application having been made to this Commission by Douglas Robinson as Receiver of the Metropolitan Street Railway Company, and by the New York Railways Company, by petition dated May 12, 1914, and duly verified, for an order approving the transfer by said Receiver to said New York Railways Company of all his rights as such Receiver in and to certain agreements relating to the operation of cars across the Williamsburg Bridge; approving the transfer by said Receiver to said New York Railways Company of all his rights as such Receiver in and to 500 shares of the capital stock of the Bridge Operating Company; and approving a contract for the transfer of all such rights to be entered into between said Receiver and said New York Railways Company,

And a hearing having been duly had by and before the Commission upon said application on the 22d day of May, 1914, Commissioner Maltbie presiding, Maston & Nichols, by Frederick W. Kobbe, of Counsel, appearing for Douglas Robinson as Receiver of the Metropolitan Street Railway Company, and James L. Quackenbush, by Richard Reid Rogers and Albert J. Kenyon, of Counsel, appearing for the New York Railways Company, and no one appearing in opposition to said application; and the Commission being of the opinion that said application should be granted,

Ordered,

(1) That this Commission hereby approves and authorizes the transfer by Douglas Robinson as Receiver of the Metropolitan Street Railway Company to the New York Railways Company of all his rights as such Re-

ceiver in and to five hundred (500) shares of the capital stock of the Bridge Operating Company, and hereby authorizes said New York Railways Company to purchase, acquire, take and hold the same.

(2) That this Commission hereby approves and authorizes the assignment or transfer by said Douglas Robinson as Receiver of the Metropolitan Street Railway Company to said New York Railways Company of all his rights as such Receiver in and under certain agreements relating to the operation of cars across the Williamsburg Bridge, which agreements are as follows: (a) agreement between the Brooklyn Rapid Transit Company and the New York City Railway Company for the incorporation of the Bridge Operating Company, dated May 21, 1904; (b) agreement between the City of New York, the Brooklyn Heights Railroad Company, the New York City Railway Company, the Coney Island and Brooklyn Railroad Company and the Bridge Operating Company, covering the operation of surface cars on Williamsburg Bridge, dated May 21, 1904, called the "Bridge Contract"; (c) agreement between the Brooklyn Heights Railroad Company, the New York City Railway Company and the Bridge Operating Company in reference to "operation and accounts," dated May 21, 1904; (d) agreement between the Bridge Operating Company, the Brooklyn Heights Railroad Company and the New York City Railway Company, dated June 21, 1907; (e) agreement between the New York City Railway Company and the Brooklyn Heights Railroad Company, dated June 21, 1907; (f) agreement between William W. Ladd as Receiver of the New York City Railway Company and Adrian H. Joline and Douglas Robinson as Receivers of the Metropolitan Street Railway Company dated October 18, 1909, under which all the rights of said Ladd as such Receiver in and to the aforesaid stock and in and under the above agreements were transferred to said Joline and Robinson as Receivers of the Metropolitan Street Railway Company.

(3) That this Commission hereby approves the form of contract attached to the petition herein, to be entered into between said Douglas Robinson as Receiver of the Metropolitan Street Railway Company, and the New York Railways Company, for the transfer by said Robinson, as such Receiver, to the New York Railways Company, of all his rights as such Receiver in and to all the aforesaid capital stock and in and under all the aforesaid agreements.

Edison Electric Illuminating Company of Brooklyn — Application for approval of acquisition of 122 shares of capital stock of the Amsterdam Electric Light, Heat and Power Company

**Case No. 1554,
Order Granting Application**

This proceeding was begun upon the application of the Edison Electric Illuminating Company of Brooklyn for authority, under Section 70 of the Public Service Commissions Law, to acquire 122 shares of the common capital stock of the Amsterdam Electric Light, Heat and Power Company. Hearings were had on September 16, 1912, and on subsequent dates to October 28, 1912.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION

OF

EDISON ELECTRIC ILLUMINATING COMPANY OF BROOKLYN for authority to acquire certain stock of AMSTERDAM ELECTRIC LIGHT, HEAT AND POWER COMPANY under Section 70 of the Public Service Commissions Law.

**Case No. 1554,
Order Granting Application
July 30, 1914**

Application having been made to the Public Service Commission for the First District by the Edison Electric Illuminating Company of Brooklyn under the provisions of the Public Service Commissions Law for authority to purchase, acquire, take and hold 122 shares of the capital stock of the Amsterdam Electric Light, Heat and Power Company; and a hearing having been duly held upon said application before the Commission, Hon. Milo R. Maltbie, Commissioner, presiding; and it appearing that the total authorized and outstanding capital stock of the Amsterdam Electric Light, Heat and Power Company is 5,000 shares of the par value of \$100 each, of which total the Edison Electric Illuminating Company of Brooklyn is already the owner of all except the 122 shares which it now seeks to purchase; and it appearing that said Edison Electric Illuminating Company of Brooklyn can now acquire all said remaining shares for not to exceed \$10,000 cash and intends to pay for said shares out of surplus; and it being now the

opinion of the Commission that authority should be granted to said Edison Electric Illuminating Company of Brooklyn to purchase said remaining shares provided the purchase price of all said remaining shares shall not exceed \$10,000 cash, and provided also that said purchase price shall not be capitalised but shall be paid out of surplus, it is

Ordered,

(1) That the Public Service Commission for the First District does hereby authorize the Edison Electric Illuminating Company of Brooklyn to purchase, acquire, take and hold said remaining 122 shares of the capital stock of the Amsterdam Electric Light, Heat and Power Company, provided, however, that the purchase price of all said shares shall not exceed \$10,000, and provided also that the amount of said purchase price shall not be capitalized but shall be paid out of surplus.

(2) That nothing herein contained shall be construed as authorizing, permitting or approving the merger of said Amsterdam Electric Light, Heat and Power Company by said Edison Electric Illuminating Company of Brooklyn, pursuant to the provisions of Subdivision 3 of Section 61 of the Transportation Corporations Law, or otherwise.

(3) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

(4) That on or before the 10th day of August, 1914, said Edison Electric Illuminating Company of Brooklyn shall notify the Commission in writing whether the terms of this order are accepted and will be obeyed.

New York Railways Company — Application for approval of acquisition of capital stock of Twenty-third Street Railway Company and of issue of bonds in payment thereof

Case No. 1830,
Hearing Resolution
Further Hearing Resolution
Opinion
Order Granting Application
Extension Orders
Amending Order

This proceeding was begun upon the application of the New York Railways Company for authority to purchase, acquire, take and hold six thousand shares of the capital stock of the Twenty-third Street Railway Company and for authority to issue thirty-year 4 per cent gold bonds in payment thereof. The Commission on June 5, 1914, directed (see blank form of hearing resolution, with notice, page 380) that a hearing be had on June 15, 1914, and that the company publish due notice thereof. Hearings were had on June 15 and 22, 1914, and closed.

The Commission being desirous of placing on the record certain evidence not in its possession at the time hearing was closed, on July 1, 1914, directed (see blank form of hearing resolution, page 381), that a further hearing be had on July 7, 1914. Hearings were had on July 7, 1914, and subsequent dates to October 26, 1914. On October 30, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 293).

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION

OF

NEW YORK RAILWAYS COMPANY for authority to purchase, acquire, take and hold the capital stock of the Twenty-third Street Railway Company and for authority to issue its thirty-year 4 per cent gold bonds in payment thereof.

Case No. 1830,
Order Granting Application
October 30, 1914

Section 1. Application having been made to the Public Service Commission for the First District by New York Railways Company under the provisions of the Public Service Commissions Law for authority to purchase, acquire, take and hold all the capital stock of the Twenty-third Street Railway Company (6,000 shares of the par value of \$100 each), 4,305 shares thereof to be acquired immediately and the remainder to be acquired from time to time as arrangements therefor may be made, the holder of each share of stock to receive in exchange therefor \$350 in face value of the petitioner's thirty-year 4 per cent gold bonds with an adjustment of accrued interest and accrued pro rata dividends, said bonds to be payable on the 1st day of January, 1942, and to bear interest at four (4) per cent per annum, payable semi-annually, and secured by a mortgage upon all the

property of the company, known as its "Thirty Year First Real Estate and Refunding Mortgage," dated January 1, 1912, made to the Guaranty Trust Company of New York as Trustee; and a hearing having been held upon said application before the Commission, Hon. Milo R. Maitble, Commissioner, presiding; and it being now the opinion of the Commission

(1) That the market value of said bonds of the New York Railways Company does not exceed seventy-eight per cent (78%) of the par or face value thereof;

(2) That permission should be granted to the New York Railways Company immediately to purchase, acquire, take and hold 4,305 shares of the capital stock of the Twenty-third Street Railway Company, and thereafter to purchase, acquire, take and hold the remaining 1,695 shares as hereinafter provided;

(3) That the issue of said bonds to the amount of not exceeding two million one hundred thousand dollars (\$2,100,000) face value, payable at a period of more than twelve months after the date thereof, is necessary to and reasonably required by said company for the acquisition of said stock; and

(4) That except as to so much of said bonds as may be necessary to make up discount computed at the rate of twenty-two (22) per cent of the par or face value of each bond issued, said purpose is not in whole or in part reasonably chargeable to operating expenses or to income;

Section II. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the said New York Railways Company to purchase, acquire, take and hold said 6,000 shares of the capital stock of the Twenty-third Street Railway Company, 4,305 shares to be acquired immediately, and the remainder to be acquired from time to time as arrangements therefor may be made.

Section III. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by said New York Railways Company of not to exceed two million one hundred thousand dollars (\$2,100,000) face value of principal of bonds of said company maturing the 1st day of January, 1942, redeemable on and after January 1, 1916, at one hundred and five (105) per cent of the par or face value thereof besides accrued interest and to bear interest at four (4) per cent per annum, payable semi-annually, under and in pursuance of the terms of said mortgage heretofore and on the 1st day of January, 1912, made and executed by the said New York Railways Company to the Guaranty Trust Company of New York as Trustee.

Section IV. *It is ordered*, That said purchase of stock and issue of bonds is authorized upon the conditions following and not otherwise, to wit:

First: That said New York Railways Company shall deliver the said bonds hereby authorized to the said face amount of not to exceed two million one hundred thousand dollars (\$2,100,000) only to the holders of said shares of the capital stock of the Twenty-third Street Railway Company and in payment therefor, at the rate of \$350 face value of said bonds for one share of said stock.

Second: That none of the bonds hereby authorized to be issued shall be issued except in exchange for such stock, on the terms aforesaid, at the time or times of the actual acquisition of such stock.

Third: That twenty-two per cent (22%) of the face value of all bonds issued under authority of this order, representing the discount thereon, shall be amortized out of the income of the company prior to their maturity by the payment into an amortization fund of not less than two per cent (2%) of the face value of each bond so issued, on the 31st day of December, 1916, and each and every year thereafter, plus four and one-half per cent (4½%) upon all prior payments so long as may be necessary. Said funds shall be used only for the purpose of retirement of mortgage bonds of said company or for the acquisition of property for capital or investment purposes.

Fourth: That the offer of the New York Railways Company of \$350 face value of said bonds for one share of said stock shall be kept open at least until December 31, 1914, and that within twenty days after the issuance of this order said New York Railways Company shall notify all the stockholders of the Twenty-third Street Railway Company (except those whose stock shall have been already acquired) of its acquisition of a majority of the stock of the Twenty-third Street Railway Company on the terms herein stated and of its willingness to acquire the remainder of the stock of said Twenty-third Street Railway Company on the same terms on or before a specified date, which date shall not be earlier than December 31, 1914.

Fifth: That said company shall keep separate, true and accurate accounts showing in detail the issuance of the bonds hereby authorized to be issued and the stock acquired thereby, and on or before the 10th day of each month shall make verified reports to the Commission stating the disposition of said bonds during the previous month, the terms and conditions of such disposition and the stock purchased therewith; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Sixth: That the authority hereby given to issue such bonds shall apply only to bonds issued by the said company on or before the 31st day of January, 1916.

Section V. *It is ordered*, That this order take effect on the 30th day of October, 1914, and except as provided in the Sixth paragraph of Section IV limiting

the duration of the authority to issue such bonds herein granted, continue in force until otherwise ordered by the Commission, and that within ten (10) days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

The company having applied for an extension of time within which to notify the Commission whether the terms of the order of October 30, 1914, were accepted and would be obeyed, the Commission on November 10, 1914, issued an order (see blank form of extension order, page 379) granting the desired extension to November 18, 1914.

The company having applied for a further extension of time within which to notify the Commission whether the terms of the order of October 30, 1914, were accepted and would be obeyed, the Commission on November 20, 1914, issued an order (see blank form of extension order, page 379) further extending the time to November 30, 1914.

On November 30, 1914, the Commission issued the following order:

CASE No. 1830, ORDER AMENDING ORDER GRANTING APPLICATION

(November 30, 1914)

Whereas, on the 30th day of October, 1914, the Commission adopted an order in the above entitled matter authorizing the New York Railways Company to purchase, acquire, take and hold all the capital stock of the Twenty-third Street Railway Company and to issue in exchange therefor not exceeding Two Million One Hundred Thousand Dollars (\$2,100,000) face value of bonds of said New York Railways Company under its "thirty year first real estate and refunding mortgage," dated January 1, 1912, made to the Guaranty Trust Company of New York as trustee, upon certain terms and conditions in said order more fully set forth, a copy of which order was duly served on said New York Railways Company on or about October 30, 1914; and

Whereas, said company has now made application for a modification of said order in certain respects; and

Whereas, the Commission is of the opinion that said application should be granted in part,

Ordered, That said order of October 30, 1914, be and the same hereby is amended and modified so as to read as follows:

Section I. Application having been made to the Public Service Commission for the First District by New York Railways Company under the provisions of the Public Service Commissions Law for authority to purchase, acquire, take and hold all the capital stock of the Twenty-third Street Railway Company (6,000 shares of the par value of \$100 each), 4,305 shares thereof to be acquired immediately and the remainder to be acquired from time to time as arrangements therefor may be made, the holder of each share of stock to receive in exchange therefor \$350 in face value of the petitioner's thirty-year 4 per cent gold bonds with an adjustment of accrued interest and accrued pro rata dividends, said bonds to be payable on the 1st day of January, 1942, and to bear interest at four (4) per cent per annum, payable semi-annually, and secured by a mortgage upon all the property of the company, known as its "Thirty Year First Real Estate and Refunding Mortgage," dated January 1, 1912, made to the Guaranty Trust Company of New York as Trustee; and a hearing having been held upon said application before the Commission, Hon. Milo R. Maitble, Commissioner, presiding; and it being now the opinion of the Commission

(1) That the market value of said bonds of the New York Railways Company does not exceed eighty per cent (80%) of the par or face value thereof;

(2) That permission should be granted to the New York Railways Company immediately to purchase, acquire, take and hold 4,305 shares of the capital stock of the Twenty-third Street Railway Company, and thereafter to purchase, acquire, take and hold the remaining 1,695 shares as hereinafter provided:

(3) That the issue of said bonds to the amount of not exceeding Two million one hundred thousand dollars (\$2,100,000) face value, payable at a period of more than twelve months after the date thereof, is necessary to and reasonably required by said company for the acquisition of said stock; and

(4) That except as to so much of said bonds as may be necessary to make up discount computed at the rate of twenty (20) per cent of the par or face value of each bond issued, said purpose is not in whole or in part reasonably chargeable to operating expenses or to income;

Section II. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the said New York Railways Company to purchase, acquire, take and hold said 6,000 shares of the capital stock of the Twenty-third Street Railway Company, 4,305 shares to be acquired immediately, and the remainder to be acquired from time to time as arrangements therefor may be made.

Section III. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by said New York Railways Company of not to exceed Two million one hundred thousand dollars (\$2,100,000) face value of principal of bonds of said company maturing the 1st day of January, 1942, redeemable on and after January 1, 1916, at one hundred and five (105) per cent of the par or face value thereof besides accrued interest and to bear interest at four (4) per cent per annum, payable semi-annually, under and in pursuance of the

terms of said mortgage heretofore and on the 1st day of January, 1912, made and executed by the said New York Railways Company to the Guaranty Trust Company of New York as Trustee.

Section IV. *It is ordered*, That said purchase of stock and issue of bonds is authorized upon the conditions following and not otherwise, to wit:

First: That said New York Railways Company shall deliver the said bonds hereby authorized to the said face amount of not to exceed Two million one hundred thousand dollars (\$2,100,000) only to the holders of said shares of the capital stock of the Twenty-third Street Railway Company and in payment therefor, at the rate of \$350 face value of said bonds for one share of said stock.

Second: That none of the bonds hereby authorized to be issued shall be issued except in exchange for such stock, on the terms aforesaid, at the time or times of the actual acquisition of such stock.

Third: That twenty per cent (20%) of the face value of all bonds issued under authority of this order, representing the discount thereon, shall be amortized out of the income of the company prior to their maturity by the payment into an amortisation fund of not less than two per cent (2%) of the face value of each bond so issued representing discount, on the 31st day of December, 1915, and each and every year thereafter, plus four and one-half per cent (4½%) upon all prior payments so long as may be necessary. Said funds shall be used only for the purpose of retirement of mortgage bonds of said company or for the acquisition or property for capital or investment purposes.

Fourth: That the offer of the New York Railways Company of \$350 face value of said bonds for one share of said stock shall be kept open at least until January 31, 1915, and that within twenty days after the issuance of this order said New York Railways Company shall notify all the stockholders of the Twenty-third Street Railway Company (except those whose stock shall have been already acquired) of its acquisition of a majority of the stock of the Twenty-third Street Railway Company on the terms herein stated and of its willingness to acquire the remainder of the stock of said Twenty-third Street Railway Company on the same terms on or before a specified date, which date shall not be earlier than January 31, 1915.

Fifth: That said company shall keep separate, true and accurate accounts showing in detail the issuance of the bonds hereby authorized to be issued and the stock acquired thereby, and on or before the 10th day of each month shall make verified reports to the Commission stating the disposition of said bonds during the previous month, the terms and conditions of such disposition and the stock purchased therewith; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

Sixth: That the authority hereby given to issue such bonds shall apply only to bonds issued by the said company on or before the 15th day of February, 1915.

Section V. *It is ordered*, That this order take effect on the 30th day of November, 1914, and except as provided in the Sixth paragraph of Section IV limiting the duration of the authority to issue such bonds herein granted, continue in force until otherwise ordered by the Commission, and that within ten (10) days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

Third Avenue Bridge Company and Third Avenue Railway Company — Application for approval of issue by Third Avenue Bridge Company of promissory note to Third Avenue Railway Company

Case No. 1662

This proceeding was begun upon the application of the Third Avenue Bridge Company and the Third Avenue Railway Company for an order authorizing the former to apply the proceeds of the sale of its capital stock to certain capital expenditures, and abrogating or modifying an order of the Commission dated March 8, 1912; and for consent to the purchase, acquisition and holding by the Third Avenue Railway Company of all of the capital stock of the Third Avenue Bridge Company. Hearing was had on April 17, 1913, and closed. Further hearing was had on December 24, 1914, and closed.

Third Avenue Bridge Company and Third Avenue Railway Company — Application for approval of purchase by Third Avenue Railway Company of stock of Third Avenue Bridge Company

Case No. 1666

This proceeding was begun upon the application of the Third Avenue Bridge Company and the Third Avenue Railway Company for an order authorizing the

former company to apply the proceeds of the sale of its capital stock to certain capital expenditures, and abrogating or modifying an order of the Commission dated March 8, 1912; and for the consent of the Commission to the purchase, acquisition and holding by the Third Avenue Railway Company of all of the capital stock of the Third Avenue Bridge Company. Hearing was had on April 17, 1913, and closed. Further hearing was had on December 24, 1914, and closed.

APPLICATIONS FOR APPROVAL OF ABANDONMENT OF ROUTES

Central Crosstown Railroad Company of New York — Application for approval of abandonment of portion of route on East 17th and East 18th Streets

Case No. 1640,
Rehearing Resolution
Order after Rehearing

This proceeding was begun upon the application of the Central Crosstown Railroad Company of New York, pursuant to Section 184 of the Railroad Law, for the approval of a declaration of abandonment of those portions of its route in East 17th street between Avenue A and Broadway, and in East 18th street between Broadway and Avenue A, in the Borough of Manhattan. Hearings were had on February 25 and on subsequent dates to May 20, 1913. On June 17, 1913, the Commission issued an order granting the application. Application dated December 26, 1913, having been made by the company for a modification of the order of June 17, 1913, so as to omit the condition as to the removal of the tracks and the restoration of the surface of East 17th and East 18th streets, the Commission, on January 27, 1914, issued an order (see blank form of rehearing resolution, page 382) directing that a rehearing be had on February 10, 1914. Rehearing was had on February 10, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION OF

THE CENTRAL CROSSTOWN RAILROAD COMPANY OF NEW YORK, pursuant to Section 184 of the Railroad Law, for the approval of a declaration of abandonment of those portions of its route in East 17th street between Avenue A and Broadway, and in East 18th street between Broadway and Avenue A, in the Borough of Manhattan, City of New York.

Case No. 1640.
Order after Rehearing
February 27, 1914

Application having been made to this Commission by The Central Crosstown Railroad Company of New York, a street surface railroad corporation, by petition dated and verified February 10, 1913, for the approval by this Commission under Section 184 of the Railroad Law of a declaration of abandonment of those portions of its route of street surface railroad in East 17th street between Avenue A and Broadway and in East 18th street between Broadway and Avenue A, in the Borough of Manhattan, City of New York;

And a hearing having been duly had on said application on February 25, 1913, and certain adjourned dates to and including May 20, 1913, Commissioner Cram presiding, Arthur DuBols and H. M. Chamberlain, Assistant Counsel, attending for the Commission, James L. Quackenbush, General Attorney for The Central Crosstown Railroad Company of New York, by Arthur G. Peacock of counsel, appearing for said company in support of said application, and William P. Burr, Assistant Corporation Counsel of The City of New York, appearing for The City of New York in opposition to said application; and proof of publication of the time, place and purpose of said hearing as previously required by the Commission having been duly filed; and said company having made its proofs whereby it satisfied the Commission that said portions of its route sought to be discontinued are no longer necessary for the successful operation of said company's road and for the convenience of the public; and the Commission having on June 17, 1913, made and served an order granting the application subject however to the condition that the company should immediately take up and remove the tracks in those portions of the streets covered by the application and should properly restore the surface of the streets and should do all the work at its own expense; and said company having applied for and had a rehearing on which it appeared that an agreement had been made between the company and the City to the effect that in

consideration of the payment by the company of \$10,000 in cash and the agreement by the company to take up the tracks at its own expense whenever the streets are repaved, the City will take care of the future repavement of the streets without further expense to the company; and the Commission being of the opinion that in view of this agreement a new order should be made which shall impose no conditions in respect of the removal of the tracks or the restoration of the pavement.

Ordered,

(1) That said application for the approval of the declaration of abandonment of those portions of the route of street surface railroad of The Central Crosstown Railroad Company of New York in East 17th street between Avenue A and Broadway and in East 18th street between Broadway and Avenue A be and the same hereby is granted, and that the approval by the Public Service Commission for the First District of said declaration of abandonment of said portions of said company's route be endorsed by the Chairman of the Commission and attested by its Secretary upon said declaration of abandonment accompanying the petition herein, in the following form and manner, to wit:

"The foregoing DECLARATION OF ABANDONMENT certified by the Secretary under the seal of the corporation therein named, has been submitted to the Public Service Commission for the First District of the State of New York for its approval and is approved by said Commission.

"New York, February , 1914.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,
by

"L. S.

Chairman

"Attest:

Secretary."

(2) That this order shall take effect immediately.

Long Island Electric Railway Company — Application for approval of abandonment of portion of route on Liberty avenue, in the Boroughs of Queens and Brooklyn

Case No. 1863,
Hearing Resolution
Denial Order

This proceeding was begun upon the application of the Long Island Electric Railway Company under Section 184 of the Railroad Law for the approval of a declaration of abandonment of a portion of its route on Liberty avenue from the Rockaway Plank road westerly to the Division Line between the Boroughs of Queens and Brooklyn. The Commission on August 21, 1914, directed (see blank form of hearing resolution, with notice, page 380) that a hearing be had on September 15, 1914, and that the company publish due notice thereof. Hearings were had on September 15 and October 6 and 23, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION

OF THE

LONG ISLAND ELECTRIC RAILWAY COMPANY under Section 184 of the Railroad Law for the approval of a declaration of abandonment of its route on Liberty avenue from the Rockaway Plank road westerly to the Division Line between the Boroughs of Queens and Brooklyn, in the City of New York.

Case No. 1863,
Order Denying Application
November 17, 1914

Application having been made to this Commission by the Long Island Electric Railway Company, a street surface railroad corporation, by petition verified August 17, 1914, for the approval by this Commission under Section 184 of the Railroad Law of the declaration of abandonment of that portion of its route of street surface railroad on Liberty avenue from the Rockaway Plank road westerly to the Division Line between the Boroughs of Queens and Brooklyn, in the City of New York, and a hearing having been duly had by and before the Commission on said application on October 23, 1914, A. G. Peacock, of counsel, appearing for the Long Island Electric Railway Company in support of said application, Vincent Victory, Assistant Corporation Counsel, appearing for The City of New York, Edward M. Deegan, Assistant to the Counsel to the Commission, attending, and certain persons appearing in opposition to said application, and testimony having been taken, and due deliberation having been had;

Now, therefore, it is

Ordered, That said application for the approval of the abandonment of that portion of the route of street surface railroad of the Long Island Electric Railway Company on Liberty avenue from the Rockaway Plank road westerly to the Division Line between the Boroughs of Queens and Brooklyn, in the City of New York, be and the same hereby is denied, but without prejudice to a renewal of the application if and when the Long Island Electric Railway Company makes an agreement with the New York and Long Island Traction Company whereby (1) passengers boarding eastbound cars of the New York and Long Island Traction Company at any point west of Liberty avenue and Rockaway Plank road and paying a cash fare of five cents on said cars may without extra charge transfer to eastbound cars of the Long Island Electric Railway Company at Liberty avenue and Rockaway Plank road and thereafter enjoy the rights and privileges of cash fare passengers on said last named cars, and (2) passengers boarding westbound cars of the Long Island Electric Railway Company at any point east of Liberty avenue and Rockaway Plank road and paying a cash fare of five cents (or on tendering evidence of such payment made on said company's Far Rockaway Line) on said cars may without extra charge transfer to the westbound cars of the New York and Long Island Traction Company at Liberty avenue and Rockaway Plank road.

Further ordered, That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

New York and Queens County Railway Company—Application for approval of abandonment of street railroad route on Flushing avenue between Ehret avenue and Jackson avenue, Borough of Queens

Case No. 1894

The New York and Queens County Railway Company, by petition dated December 9, 1914, applied to the Commission for the approval of the abandonment of their franchise to construct a street surface railroad on Flushing avenue between Ehret avenue and Jackson avenue, in the Borough of Queens. On December 11, 1914, the Secretary of the Commission was authorized to transmit a communication to the company stating that, as the petition did not show that any of the steps prescribed by Section 184 of the Railroad Law had been taken by the petitioner and as no declaration of abandonment was submitted to the Commission, the Commission was therefore unable to take any formal action in the matter.

New York Railways Company—Application for approval of abandonment of portions of route on South street, James slip and New Chambers street

Case No. 1862,
Hearing Resolution
Order Granting Application
Extension Orders

This proceeding was begun upon the application of the New York Railways Company under Section 184 of the Railroad Law for the approval of a declaration of abandonment of a portion of its route on South street from the foot of Roosevelt street to James slip, on James slip from South street to New Chambers street, and on New Chambers street from James slip to Madison street, in the Borough of Manhattan. The Commission on August 21, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on September 15, 1914, and that the company publish due notice thereof. Hearing was had on September 15, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION
OF

NEW YORK RAILWAYS COMPANY under Section 184 of the Railroad Law for the approval of a declaration of abandonment of its route on South street from the foot of Roosevelt street to James slip; on James slip from South street to New Chambers street, and on New Chambers street from James slip to Madison street, in the Borough of Manhattan, City of New York.

Case No. 1862,
Order Granting Application
September 22, 1914

Application having been made to this Commission by the New York Railways Company, a street surface railroad corporation, by petition verified August 7, 1914,

for the approval by this Commission under Section 184 of the Railroad Law of a declaration of abandonment of those portions of its route of street surface railroad in South street from the foot of Roosevelt street to James slip, in James slip from South street to New Chambers street, and in New Chambers street from James slip to Madison street, in the Borough of Manhattan, City of New York, and known as the Roosevelt Ferry branch of the Chambers Street-Grand Street Ferry Line; and a hearing having been duly had on said application on September 15, 1914, Commissioner Cram presiding, A. G. Peacock of counsel appearing for the New York Railways Company in support of said application, Vincent Victory, Assistant Corporation Counsel, appearing for The City of New York, Edward M. Deegan, assistant Counsel, attending for the Commission, and no one appearing in opposition to said application; and proof of publication of the time, place and purpose of said hearing, as previously required by the Commission, having been duly filed; and said company having made its proofs whereby it satisfied the Commission that said portions of its route sought to be discontinued are no longer necessary for the successful operation of said company's road and for the convenience of the public,

Now, therefore, it is

Ordered,

(1) That said application for the approval of the declaration of abandonment of those portions of the route of street surface railroad of the New York Railways Company in South street from the foot of Roosevelt street to James slip, in James slip from South street to New Chambers street, and in New Chambers street from James slip to Madison street, and known as the Roosevelt Ferry branch of the Chambers Street-Grand Street Ferry Line, be and the same hereby is granted, and that the approval by the Public Service Commission for the First District of said declaration of abandonment of said portions of said company's route be endorsed by the Chairman of the Commission and attested by its Secretary upon said declaration of abandonment accompanying the petition herein, in the following form and manner, to wit:

"The foregoing DECLARATION OF ABANDONMENT certified by the Secretary under the seal of the corporation therein named, has been submitted to the Public Service Commission for the First District of the State of New York for its approval and is approved by said Commission.

"New York, September 22, 1914

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT
by

"L. S.

"Attest:

Chairman

Secretary "

(2) That said application is granted and this order is made upon the express condition that said company shall proceed at once to take up and remove the tracks of said Roosevelt Ferry branch of the Chambers Street-Grand Street Ferry Line now laid in South street from the foot of Roosevelt street to James slip, in James slip from South street to New Chambers street, and in New Chambers street from James slip to Madison street and shall properly restore the surface of the streets, and shall complete said work within three months from and after the date of this order, and shall do all said work at its own expense; and said company is hereby directed and required to do said work within the time mentioned and to do it at its own expense.

(3) That this order shall take effect as soon as formally accepted by the company and shall continue in force until changed or abrogated by further order of the Commission.

(4) That on or before the 3d day of October, 1914, said company shall notify the Commission whether the terms and conditions of this order are accepted and will be obeyed.

Application in writing dated October 2, 1914, having been made by the New York Railways Company for an extension of time within which to notify the Commission whether the terms of the order of September 22, 1914, were accepted and would be obeyed, the Commission on October 6, 1914, issued an order (see blank form of extension order, page 379) granting the desired extension to November 5, 1914.

Application in writing dated November 2, 1914, having been made by the New York Railways Company for an extension of time within which to notify the Commission whether the terms of the order of September 22, 1914, were accepted and would be obeyed, the Commission on November 6, 1914, issued an order (see blank form of extension order, page 379) granting the desired extension to January 5, 1915.

APPLICATIONS FOR APPROVAL OF CHANGE OF MOTIVE POWER

Dry Dock, East Broadway and Battery Railroad Company — Application for approval of change of motive power on Canal street, east of the Bowery, from horses to underground current of electricity

Case No. 1782,
Hearing Resolution
Order Granting Application

This proceeding was begun upon the application of the Dry Dock, East Broadway and Battery Railroad Company, pursuant to Section 53 of the Public Service Commissions Law, for the permission and approval of the Commission to exercise the right to change the motive power of its route in Canal street east of the Bowery, in accordance with an order of the Board of Railroad Commissioners heretofore granted. The Commission, on January 6, 1914, directed (see blank form of hearing resolution, with notice, page 380) that a hearing be had on February 6, 1914, and that the company publish due notice thereof. Hearings were had on February 6 and 13, 1914.

Thereupon the Commission issued the following order :

IN THE MATTER
OF THE

Application of the DRY DOCK, EAST BROADWAY AND BATTERY RAILROAD COMPANY for the permission and approval of the Public Service Commission for the First District, pursuant to the provisions of Section 53 of the Public Service Commissions Law, for the exercise of the right of changing the motive power on said company's line in Canal street east of the Bowery from horses to an underground current of electricity in accordance with an order of the Board of Railroad Commissioners heretofore obtained.

Case No. 1782,
Order Granting Application
February 20, 1914

Application having been made by the Dry Dock, East Broadway and Battery Railroad Company by Frederick W. Whitridge, its receiver, by petition dated and verified December 30, 1913, for the permission and approval of this Commission pursuant to the provisions of Section 53 of the Public Service Commissions Law for the exercise by said company of the right of changing the motive power on Canal street east of the Bowery from horses to an underground current of electricity in accordance with an order of the Board of Railroad Commissioners heretofore obtained, and a hearing having been had upon said application by and before the Commission on February 13, 1914, Honorable J. Sergeant Cram presiding, Vincent Victory, Assistant Corporation Counsel, appearing for the City of New York, F. G. Fuller and E. A. Maher, Jr., appearing for the Dry Dock, East Broadway and Battery Railroad Company and its receiver, Arthur DuBois, Assistant Counsel, attending for the Commission, and no one appearing in opposition to said application, and it appearing that the consents had been obtained of the owners of more than one-half in value of the property bounded on that portion of the railroad with respect to which a change of motive power is proposed, and the Commission having determined after said hearing that the exercise by said company and its receiver of the right to change the motive power on that portion of its road on said street between the points mentioned from horses to an underground current of electricity is necessary and convenient for the public service.

Ordered, That the permission and approval of the Public Service Commission for the First District be and hereby is granted to the exercise by the Dry Dock, East Broadway and Battery Railroad Company and its receiver of the right to change the motive power on that part of its road on Canal street east of the Bowery in the Borough of Manhattan, City of New York, from horses to an underground current of electricity in accordance with the order of the Board of Railroad Commissioners heretofore obtained and in accordance with the consents of the owners of more than one-half in value of the property bounded on that portion of said railroad on said street between the points mentioned.

APPLICATIONS AS TO GRADE CROSSINGS

Degnon Terminal Railroad Corporation—Application for determination of grade of crossing of Pearson street and other streets in the First Ward, Borough of Queens, with railroad tracks

Case No. 1844,
Hearing Resolution
Order Permitting Crossing at Grade

This proceeding was begun upon the application of the Degnon Terminal Railroad Corporation, under Section 89 of the Railroad Law, for a determination of the manner of crossing of Pearson street, Anable avenue, Creek street, Orton street, Manly street, Nott avenue, Davis street and Mount street, in the First Ward of the Borough of Queens, by certain tracks of the proposed railroad of the petitioner. The Commission on July 1, 1914, directed (see blank form of hearing resolution, with notice, page 380) that a hearing be had on July 10, 1914, and that the company publish due notice thereof. Hearing was had on July 10, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION
OF THE
DEGNON TERMINAL RAILROAD CORPORATION under Section 89 of the Railroad Law for a determination as to the manner of crossing certain streets, avenues and highways in the First Ward of the Borough of Queens, City of New York, with the tracks of said Degnon Terminal Railroad Corporation.

Case No. 1844,
Order Permitting Crossing
at Grade
July 16, 1914

Application having been made to this Commission by Degnon Terminal Railroad Corporation by petition verified June 24, 1914, under and pursuant to the provisions of Section 89 of the Railroad Law for a determination by the Commission of the manner in which said company's steam surface railroad shall cross (1) Pearson street, (2) Anable avenue, (3) Creek street, (4) Orton street, (5) Manly street, (6) Nott avenue, (7) Davis street and (8) Mount street in the First Ward of the Borough of Queens, City of New York; and the Commission having designated July 10, 1914, at 10:30 A. M. as the time and the Hearing Room of the Commission at No. 154 Nassau street, Borough of Manhattan, City of New York, as the place when and where a hearing would be given to said Railroad Corporation, and having given notice of such hearing to The City of New York as required by law, and having given public notice of such hearing by publication thereof in two newspapers published in the locality affected by the application as required by law; and said hearing having been had by and before the Commission on July 10, 1914, Commissioner Wood presiding, Parker & Aaron by Charles A. Baker of Counsel appearing for said Railroad Corporation, Vincent Victory, Assistant Corporation Counsel, appearing for The City of New York, and Edward M. Deegan, Assistant Counsel, attending for the Commission, and all persons owning land in the vicinity of the proposed crossings having had the right to be heard; and the Commission having determined after the proceedings on said hearing that it will be impracticable to construct said railroad across the aforesaid streets otherwise than at grade,

Ordered, That the Public Service Commission for the First District hereby determines that it will be impracticable for Degnon Terminal Railroad Corporation to construct its steam surface railroad across (1) Pearson street, (2) Anable avenue, (3) Creek street, (4) Orton street, (5) Manly street, (6) Nott avenue, (7) Davis street and (8) Mount street in the First Ward of the Borough of Queens, City of New York, otherwise than at grade and that the construction of said railroad across said streets and the operation of cars thereon may be at grade.

Long Island Railroad Company—Application of the City of New York to determine the grade of a certain portion of Jamaica avenue to be opened across tracks of the New York and Rockaway Beach Division

Case No. 1481,
Resolution Authorizing Certificate of Performance of Work

This proceeding was begun upon the application of the City of New York, under Section 90 of the Railroad Law, to determine whether a certain portion of a pro-

posed new street, namely, Jamaica avenue, in the Fourth Ward, Borough of Queens, should pass over, or under, or at grade of the tracks of the New York and Rockaway Beach Division of the Long Island Railroad Company. Hearings were had during 1912. On January 19, 1912, the Commission issued a final order and determination as to the elimination of the grade crossing, the details of construction of the bridge and the street to be submitted to the Commission for approval. Plans and estimate of the work were approved by resolutions adopted by the Commission on April 12, June 21 and September 24, 1912. By orders adopted July 5, October 25, 1912, April 4 and July 15, 1913, the Commission extended the time for the completion of the work to November 1, March 1, 1912, July 1 and August 15, 1913, respectively. On October 28, 1913, the Commission issued an order accepting and approving the work of carrying the new portions of Jamaica avenue under the tracks of the New York and Rockaway Beach Division of The Long Island Railroad Company.

On April 24, 1914, the Commission adopted the following resolution :

IN THE MATTER OF THE APPLICATION
OF
THE CITY OF NEW YORK relative to opening across
the tracks of the New York & Rockaway Beach
Division of THE LONG ISLAND RAILROAD COMPANY,
Jamaica avenue, in the Fourth Ward of the Borough
of Queens, City of New York.

Case No. 1431,
Resolution Authorizing
Certificate of Performance
of Work
April 24, 1914

Whereas, a final order and determination was made herein on January 10, 1912, determining the manner in which the new or widened portions of Jamaica avenue should be constructed to pass under the tracks of The Long Island Railroad Company and that the expenses of carrying the widened street under the said tracks be divided as required by law; and

Whereas, from time to time resolutions have been adopted by the Commission approving plans and bids for the work; and

Whereas, the Commission has been advised that the work of carrying the widened street under the tracks has been satisfactorily completed in accordance with the orders and resolutions of the Commission; and

Whereas, the Commission on the 28th day of October, 1913, made an order accepting and approving said work; and

Whereas, The Long Island Railroad Company submitted to the Commission for its approval on or about March 4, 1914, a revised statement of account showing the amounts expended by the said Railroad Company in the prosecution of the work, from which account it appears that The Long Island Railroad Company actually expended in the prosecution of said work the sum of \$25,668.61,

Now, therefore, it is

Resolved, That the Chairman and the Secretary of the Commission be and they hereby are authorized to execute and file with the Comptroller of The City of New York the certificate in the form attached hereto and made a part hereof to the effect that the entire work of carrying the widened portions of Jamaica avenue beneath the tracks of The Long Island Railroad Company has been properly performed; that the total cost of the necessary work exclusive of railroad betterment and including interest to March 1, 1914, was \$25,668.61; that the entire amount of this cost was expended by The Long Island Railroad Company with the exception of \$450.34, which was expended by the Public Service Commission for the First District in supervising the said work and which amount has been paid to the said Public Service Commission for the First District by The Long Island Railroad Company; that The City of New York has made no expenditure in connection with the said work.

That the balance due to The Long Island Railroad Company from The City of New York on February 1, 1914, including interest, is equal to one-half the total expenditures made by The Long Island Railroad Company on the said work, including the \$450.34, and that there is now due from The City of New York to The Long Island Railroad Company, inclusive of interest to March 1, 1914, the sum of \$12,834.30.

At a Stated Meeting of the Public Service Commission for the First District, duly held at its office, No. 154 Nassau street, in the Borough of Manhattan, City and State of New York, on the 24th day of April, 1914.

Present:

EDWARD E. MCCALL,

Chairman,

MILO R. MALTBIE,
JOHN E. EUSTIS,
J. SERGEANT CARM,
GEORGE V. S. WILLIAMS,

Commissioners.

IN THE MATTER OF THE APPLICATION

OF

THE CITY OF NEW YORK relative to opening across the tracks of the New York and Rockaway Beach division of THE LONG ISLAND RAILROAD COMPANY, Jamaica avenue, in the Fourth Ward of the Borough of Queens, City of New York.

Case No. 1481,

Certificate of Performance
of Work and Cost
Thereof

A final order and determination having been made herein January 19, 1912, determining the manner in which the new or widened portions of Jamaica avenue should be constructed to pass under the tracks of The Long Island Railroad Company, a copy of which order and determination is hereto attached and made a part hereof,* and it appearing that The Long Island Railroad Company, pursuant to the provisions of the Railroad Law and under the supervision and direction of the Commission has completed the work of carrying the widened portions of Jamaica avenue beneath the tracks of the Railroad Company and has submitted to the Commission an accounting verified March 3, 1914, showing the total cost of the improvement, including interest to March 1, 1914, to be \$25,668.61, which includes an item of \$450.34 expended by the Public Service Commission for the First District in supervising said work, which amount has been paid to the said Public Service Commission for the First District by The Long Island Railroad Company, and The City of New York having made no expenditures on account of the said improvement and the details of all expenditures having been reported to the Commission and examined by the Commission and by the Chief Engineer of the Board of Estimate and Apportionment of The City of New York,

Now, therefore, the Public Service Commission for the First District does hereby certify

First: That an order directing the manner of carrying the widened portions of Jamaica avenue beneath the tracks of The Long Island Railroad Company was made by the Commission on January 19, 1912. A copy of the said order is hereto attached and made a part hereof.

Second: That the said crossing is situated at the intersection of Jamaica avenue with the tracks of the New York & Rockaway Beach Division of The Long Island Railroad in the Fourth Ward of the Borough of Queens, City of New York.

Third: That on July 5, 1912, and July 15, 1913, orders were made extending the time for completion of the said work.

Fourth: That on October 28, 1913, an order was made approving and accepting the work.

Fifth: That the total necessary expenditure made by The Long Island Railroad Company in carrying the widened portions of Jamaica avenue beneath the railroad tracks, with interest to March 1, 1914, was \$25,668.61; that the one-half share of the total necessary cost to be borne by The City of New York including interest to March 1, 1914, is \$12,834.30.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT

by

Chairman

Attest

Secretary

(Seal)

Long Island Railroad Company — Application of City of New York for determination of grade of Ziegler avenue, Borough of Queens, to be opened across tracks of North Side Division

Case No. 1826,
Hearing Resolution
Dismissal Order

This proceeding was begun upon the application of the City of New York for a determination as to the manner in which Ziegler avenue, in the Borough of Queens, City of New York, should be extended across the tracks of the North Side Division of The Long Island Railroad Company. The Commission on June 2, 1914, directed (see blank form of hearing resolution, with notice, page 380) that a hearing be had on June 23, 1914. Hearings were had on June 23, 1914, and on subsequent dates to August 6, 1914.

* Not printed here; previously set out in Annual Report for 1912, Vol. I, p. 399.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Application of THE CITY OF NEW YORK for a determination as to the manner in which Ziegler avenue in the Borough of Queens, City of New York, shall be extended across the tracks of the North Side Division of THE LONG ISLAND RAILROAD COMPANY.

Case No. 1826,
Order Dismissing Proceedings
August 21, 1914

A hearing having been had in the above entitled proceeding on June 23, July 7 and August 6, 1914, before Honorable J. Sergeant Cram, Commissioner, C. L. Addison and D. J. Caruthers appearing for The Long Island Railroad Company, Vincent Victory, Assistant Corporation Counsel, appearing for The City of New York, Arthur DuBols, Assistant Counsel, attending for the Commission, and it appearing upon the said hearing that The City of New York had not determined that the extension of Ziegler avenue was necessary,

Now, therefore, it is

Ordered, That the above entitled proceeding be and the same hereby is dismissed.

New York and Harlem Railroad Company—Application of City of New York for determination of grade of Gun Hill road, as widened, between Webster avenue and White Plains road across company's tracks

Case No. 1382,
Opinion
Discontinuance Order

This proceeding was begun upon the application of the City of New York as set forth in a resolution of the Board of Estimate and Apportionment adopted June 29, 1911, asking for a determination by the Commission of the grade of Gun Hill road, as widened, between Webster avenue and White Plains road, across the tracks of the New York and Harlem Railroad Company. On December 27, 1912, the Commission directed a communication to be sent to the Board of Estimate and Apportionment stating that the Counsel to the Commission advised that, as it was proposed only to widen a portion of Gun Hill road across the tracks, and as the existing crossing was not at grade, the Commission had no jurisdiction in the matter, and further stating that if the proposed changes desired by the City were approved by the railroad company the parties might carry out the improvement upon terms to be agreed upon between them without the Commission's intervention. The Commission inquired, therefore, whether the Board desired it to hold a hearing in the matter. On April 10, 1913, a reply was received to the foregoing communication, stating that the Commission's communication of December 27, 1912, had been referred to the Corporation Counsel's office for an opinion. On April 9, 1913, a communication was received by the Commission from the Corporation Counsel quoting a resolution of the Board of Estimate and Apportionment adopted July 31, 1913, directing him to apply to the Commission for a reconsideration of its determination in the matter and to hold a hearing thereon so that the City may be afforded an opportunity to present its views. Hearing was had on November 25, 1913. On January 23, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 17), and issued the following order:

IN THE MATTER
OF
GUN HILL ROAD.

Case No. 1382.
Order of Discontinuance
January 23, 1914

A hearing having been had for the purpose of allowing the Corporation Counsel of the City of New York to be heard on the question of the jurisdiction of the Commission in the matter of widening and changing the grade of Gun Hill road from Jerome avenue to Webster avenue and from Webster avenue to the Bronx river in the Borough of The Bronx in the City of New York across the tracks of the New York and Harlem Railroad Company, and the Commission being of opinion that it is without jurisdiction in the matter,

Now, therefore, it is

Ordered, That this proceeding be and the same hereby is discontinued.

New York and Harlem Railroad Company—Application of City of New York as to grade of East 166th street, from Brook avenue to Park Avenue East, The Bronx, to be opened across company's tracks

Case No. 1405,
Approval Resolutions

This proceeding was begun upon the application of the City of New York, under Section 90 of the Railroad Law, relative to opening across the tracks of the New York and Harlem Railroad Company, East 166th street from Brook avenue to Park avenue East, in the Borough of The Bronx. Hearings were had during 1911. Thereupon on December 1, 1911, the Commission adopted a resolution granting the application of the City of New York and determining that East 166th street should cross the tracks of the New York and Harlem Railroad Company on an overhead bridge for pedestrians only, the company to submit to the Commission for its approval detailed plans and specifications of the proposed new bridge.

The Commission on September 9, 1913, adopted a resolution approving a plan for a proposed new foot bridge.

The company having under date of April 22, 1914, submitted a masonry plan of the proposed foot bridge, the Commission, on June 2, 1914, adopted a resolution approving the plan, provided, however, that the coping of the concrete wall at the foot of the steps at the west end of the bridge be so constructed as to form a concrete step, having the same width of tread as the other steps in the flight.

The company having under date of June 4, 1914, applied for the approval by the Commission of an estimate of the cost of the substructural work of the proposed bridge, which work was to be done by the company itself, the total amount of the estimate being \$500, the Commission, on July 9, 1914, adopted a resolution approving the estimate.

The company having under date of September 21, 1914, applied for the approval by the Commission of an estimate of the cost of the superstructural work of the proposed bridge, which work was to be done by the company itself, the total amount of the estimate being \$4,335.65, the Commission, on October 9, 1914, adopted a resolution approving the estimate.

The company having under date of May 28, 1914, submitted a revised masonry plan of the proposed bridge, the Commission, on October 20, 1914, adopted a resolution approving the revised plan.

The company having under date of June 10, 1914, submitted a plan of the superstructure for the proposed footbridge at East 166th street, the Commission, on November 20, 1914, adopted a resolution approving such plan.

New York Consolidated Railroad Company (Successor to Sea Beach Railway Company)—Application of the City of New York to determine grade of Eighth avenue, Brooklyn, to be opened across company's tracks

Case No. 1381,
Resolution Approving Bld
Amending Resolution

This proceeding was begun upon application of the City of New York under Section 90 of the Railroad Law to determine whether a proposed new street, namely, Eighth avenue, from 61st to 62d street, should pass over or under or at grade of the tracks of the Sea Beach Railway Company. Hearings were had during 1911, and on October 27, 1911, the Commission issued a final order and determination prescribing the manner in which the new street should cross the railroad. On January 26, 1912, a communication was sent to the Commission by the Board of Estimate and Apportionment of the City of New York in regard to a general plan for the bridge crossing the tracks of the Sea Beach Railway Company and the Long Island Railroad Company at Eighth avenue, Brooklyn. On February 16, 1912, the Commission approved a report submitted by Commissioner Eustis stating that the drawing was not the plan which the order directed should be submitted to the Commission for approval before the reconstruction of the improvement was begun (see 3 P. S. C. R. [1st Dist. N. Y.], 725. Under date of November 7, 1912, the Sea Beach Railway Company applied to the Commission for a hearing on the question of determining the proportion of the cost of a bridge to carry Eighth avenue

across the right of way of that company and the Long Island Railroad Company which had a parallel right of way. On November 22, 1912, the Commission directed that such a hearing be had on November 26, 1912. Hearing was had on November 26, 1912. The Sea Beach Railway Company submitted to the Commission for its approval plans and specifications showing the method of carrying Eighth avenue over its tracks and the tracks of the Long Island Railroad Company. On December 17, 1912, the Commission adopted a resolution approving such plans and specifications, and issued an order authorizing the Sea Beach Railway Company and the Long Island Railroad Company to divide the railroad companies' one-half share of the cost of completing the joint bridge over the railroads of the two companies, at Eighth avenue, in Brooklyn, in the proportion of forty-five per cent to the Sea Beach Railway Company and fifty-five per cent to the Long Island Railroad Company. On October 10, 1913, the Commission adopted a resolution approving contract drawings, form of contract and specifications for the construction of the Eighth Avenue bridge as submitted. On November 7, 1913, the Commission adopted a resolution modifying the approval resolution of October 10, 1913. On November 7, 1913, the Commission adopted a resolution modifying the resolution adopted October 10, 1913, so as to resettle the provisions thereof.

On January 27, 1914, the Commission adopted a resolution authorizing the New York Municipal Railway Corporation (as successor to the Sea Beach Railway Company) to accept the proposal of Rogers and Lantry, amounting to \$46,257.20, that being the lowest proposal received, for the construction of the Eighth Avenue bridge over the rights of way of the Sea Beach Railway Company and the Long Island Railroad Company between 61st street and 62d street, in the Borough of Brooklyn. On February 3, 1914, the Commission adopted a resolution amending the resolution of January 27, 1914, so as to include a reference to a previous modification of the resolution of October 10, 1913.

New York Consolidated Railroad Company—Application of City of New York for determination of grade of President street, Brooklyn, to be opened across company's tracks

Case No. 1769,
Order and Determination
Rehearing Order
Abrogating Order

This proceeding was begun upon the application of the City of New York, pursuant to Section 90 of the Railroad Law, for a determination by the Commission as to whether a certain proposed new street, namely, President street, should pass over or under or at grade of the tracks of the New York Consolidated Railroad Company. Hearing was had on January 21, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE APPLICATION
OF
THE CITY OF NEW YORK relative to the proposed construction of a bridge across the tracks of the New YORK CONSOLIDATED RAILROAD COMPANY at President street in the Borough of Brooklyn.

Case No. 1769,
Order and Determination
January 23, 1914

Application having been made to this Commission by the City of New York by petition of Archibald R. Watson, Corporation Counsel, dated December 6, 1913, pursuant to Section 90 of the Railroad Law to determine whether a certain proposed new street, namely, President street in the Borough of Brooklyn, City of New York, should pass over or under or at grade of the present tracks of the New York Consolidated Railroad Company, and a hearing having been held on such application on January 21, 1914, before Honorable George V. S. Williams, Commissioner, presiding, Arthur DuBois, Assistant Counsel, attending for the Commission, Frank Julian Price, Assistant Corporation Counsel, appearing for the City of New York, C. L. Woody appearing for New York Consolidated Railroad Company, and it appearing at said hearing that due notice of more than ten days had been given to the New York Consolidated Railroad Company, the City of New York and the owners of land adjoining the railroad and that part of President street to be opened and extended, and it being agreed by all parties who appeared at said hearing that there was necessity for the construction or opening of Presi-

dent street at a grade approximately as shown on the city maps introduced in evidence at said hearing but that no change should be made in the elevation of the railroad tracks.

Now, therefore, it is

Ordered and determined,

(1) That President street shall be constructed over the tracks of the New York Consolidated Railroad Company connecting those portions of President street now constructed and separated by the railroad cut.

(2) That President street shall be carried over the tracks of the New York Consolidated Railroad Company by a bridge of the present width of President street and at the grade shown on a blue print entitled "City of New York — Borough of Brooklyn — Office of the President, Topographical Bureau — Map Showing a Change of the Grades in the Street System Heretofore Laid Out Within the Territory Bounded by Washington Avenue, Eastern Parkway, Bedford Avenue and Montgomery Street" dated New York, March 11, 1911, and accepted by the Board of Estimate and Apportionment of the City of New York on July 6, 1911, approved by the Mayor on July 11, 1911, as appears by certificate on said map signed by Joseph Haag, Secretary of the Board of Estimate and Apportionment dated December 27, 1911.

(3) That the tracks of the New York Consolidated Railroad Company shall remain at their present elevation.

(4) The clearance from the top of the rail of the railroad tracks to the lowest member of the bridge shall be not less than sixteen and one-half (16½) feet.

(5) The bridge to be used for carrying said street over the said tracks shall be constructed of steel, concrete or masonry or a combination of these materials.

(6) Before the construction of this improvement is begun and not later than March 15, 1914, detailed plans and specifications approved by the chief engineer of the railroad company and an estimate of cost of the proposed construction shall be submitted to the Public Service Commission for the First District for approval.

(7) In case the railroad company desires to have the work of construction done by contract all proposals of contractors shall be submitted to the Commission for its approval.

Further ordered and determined, That this order take effect at once.

Application dated March 7, 1914, having been made by the City of New York, through its Corporation Counsel, for the abrogation of the order of January 23, 1914, the Commission, on March 27, 1914, directed (see blank form of rehearing resolution, page 382) that a rehearing be had on April 10, 1914. Rehearings were had on April 10 and 17, 1914.

Thereupon the Commission issued the following order:

CASE NO. 1769, ORDER ABROGATING ORDER OF JANUARY 23, 1914

(July 31, 1914)

A final order and determination having been made herein on January 23, 1914, providing for the construction of President street across the tracks of the New York Consolidated Railroad Company, and The City of New York, through its Corporation Counsel, having applied to the Commission by petition dated March 7, 1914, requesting the abrogation of said order of January 23, 1914, and a rehearing of the matters contained in said final order and determination of January 23, 1914, having been duly held on April 17, 1914, before Hon. George V. S. Williams, Commissioner, Frank Julian Price, Assistant Corporation Counsel, appearing for The City of New York, Arthur DuBois attending for the Commission.

Now, therefore, at the request of The City of New York, it is

Ordered, That the final order and determination made herein on January 23, 1914, be and the same hereby is in all respects abrogated.

Further ordered, That this order take effect at once.

New York Central and Hudson River Railroad Company — Application of the City of New York for determination of grade of Exterior street to be opened across tracks of Spuyten Duyvil and Port Morris Railroad Company

Case No. 1475,

Resolution Approving Plans

Resolution Approving Bid

Resolution Approving Estimate

Resolution Authorizing Suspension of Work

This proceeding was begun upon the application of the City of New York, by resolution of the Board of Estimate and Apportionment adopted February 29, 1912, for a determination as to the manner in which a certain proposed new street, namely, Exterior street, in the City of New York, should be opened across the tracks of the Spuyten Duyvil Railroad Company leased to the New York Central and Hudson River Railroad Company. Hearing was had on April 8, 1912. On April 12, 1912, the Commission adopted a resolution directing that Exterior street from East 151st street to East 158th street in the City of New York should cross

the tracks above the grade of the railroad and on an overhead bridge for general traffic and in accordance with a certain map or plan described therein; and that before proceeding with the construction of the said bridge the railroad company should submit to the Commission for its approval, detailed plans and specifications for the proposed work. On July 2, October 28 and December 12, 1912, the Commission adopted resolutions approving plans and the lowest bid for the fabrication and delivery of the steel work for the overhead bridge.

The company having made application under date of January 23, 1914, for the approval by the Commission of the proposed masonry and grading plans for the proposed overhead bridge to be constructed in carrying out the above-described work, the Commission on February 24, 1914, adopted a resolution approving the said masonry and grading plans.

Upon application of the company dated May 14, 1914, the Commission, on June 12, 1914, adopted a resolution approving the bid of Rodgers & Hagerly for the piling and substructural work including bridge floor and filled approaches of the said overhead bridge, provided that Rodgers & Hagerly did certain waterproofing in the splicing chamber and brick work on the back walls of the bridge at the prices orally quoted by them, the said last named items having been inadvertently omitted from the invitation for bids sent out to contractors.

Upon application of the company dated September 4, 1914, the Commission, on September 29, 1914, adopted a resolution approving the estimate of the cost of erection of structural steel for the overhead bridge.

Upon application of the company dated December 16, 1914, the Commission, on December 29, 1914, adopted a resolution authorizing the suspension of the work of constructing the overhead bridge until the Spring of 1915, on account of weather conditions, the work to be resumed not later than May 1, 1915.

MISCELLANEOUS APPLICATIONS

Central Railroad Company of New Jersey — Application for modification of requirements of Section 28 of the Public Service Commissions Law as to publishing, posting and filing of schedules for switching of trolley cars at Third avenue and 133d street, The Bronx

Case No. 1864

Order Confirming Order of Commissioner
Wood
Order

This proceeding was begun upon the application of the Central Railroad Company of New Jersey for a modification of the requirements of Section 28 of the Public Service Commissions Law with respect to the publishing, posting and filing of schedules for the switching of trolley cars at and near Third avenue and 133d street, Borough of The Bronx.

On August 21, 1914, the Commission issued the following order:

IN THE MATTER OF THE

Application of the CENTRAL RAILROAD COMPANY OF NEW JERSEY for modification of the requirements of Section 28 of the Public Service Commissions Law with respect to publishing, posting and filing of schedules for the switching of trolley cars at and near Third avenue and 133d street, Borough of Bronx, City of New York.

Case No. 1864,
Order Confirming Order of
Commissioner Wood
Granting Special Per-
mission
August 21, 1914

The Central Railroad Company of New Jersey having by its application dated August 10, 1914, requested the Commission to modify the provisions of Section 28 of the Public Service Commissions Law with respect to tariff schedules and the publication thereof so as to allow said company to switch through its yards at Third avenue and 133d street 8 trolley cars, more or less, from its connection with Union Railway Company to the waterfront and to charge for said service \$5

for each car so switched on the ground that there is not likely to be any further movement of like character, and it appearing that the circumstances and conditions of the transaction are special and peculiar, and the order of Commissioner Wood hereto attached having been duly made on August 12, 1914, it is

Ordered, That the order of Commissioner Wood made as aforesaid be and the same hereby is approved and confirmed by the Public Service Commission for the First District and ordered filed in its office.

STATE OF NEW YORK

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT

IN THE MATTER

OF THE

Application of the CENTRAL RAILROAD COMPANY OF NEW JERSEY for modification of the requirements of Section 28 of the Public Service Commissions Law with respect to publishing, posting and filing of schedules for the switching of trolley cars at and near Third avenue and 133d street, Borough of Bronx, City of New York.

Order
by Commissioner Wood

The Central Railroad Company of New Jersey having by its application dated August 10, 1914, requested the Commission to modify the provisions of Section 28 of the Public Service Commissions Law with respect to tariff schedules and the publication thereof so as to allow said company to switch through its yards at Third avenue and 133d street in the Borough of Bronx, City of New York, 8 trolley cars, more or less, from the company's connection with Union Railway Company to the waterfront where said cars are to be picked up by lighter and handled from there by water to City Island, and to charge for said service \$5 for each separate car so switched on the ground that there is not likely to be any further movement of like character, and it appearing that the circumstances and conditions of this transaction are special and peculiar,

Ordered, That the requirements of Section 28 of the Public Service Commissions Law be and the same hereby are in this particular instance modified so as to allow the said Central Railroad Company of New Jersey at any time on or before August 15, 1914, to switch at the terminal yard of said company at Third avenue and 133d street in the Borough of Bronx, City of New York, for a charge of \$5 per car, 8 trolley cars, more or less, from the company's connection with the tracks of the Union Railway Company to the waterfront without being required to publish, post or file any schedule thereof or to amend its schedules to cover the said service and rate.

On September 11, 1914, the Commission issued the following order:

CASE NO. 1864, SPECIAL PERMISSION

(September 11, 1914)

An order having been duly made by Commissioner Wood on August 12, 1914, permitting the Central Railroad Company of New Jersey at any time on or before August 15, 1914, to switch at its terminal yard at Third avenue and 133d street, eight trolley cars, more or less, from its connection with the Union Railway Company to the water front and charge for such service five dollars for each car so switched, without complying with the requirements of Section 28 of the Public Service Commissions Law with respect to publishing, posting and filing of schedules, and the said order of Commissioner Wood having been approved and confirmed and ordered filed by an order duly made on August 21, 1914; and the Central Railroad Company of New Jersey having, by communication dated August 25, 1914, applied for similar permission with respect to four more trolley cars switched in the same manner and for the same charges on August 21, 1914; and sufficient reason appearing for the granting of the said application, it is

Ordered, That the Central Railroad Company of New Jersey be, and hereby is, permitted, on or before August 22, 1914, to switch at the terminal yard of said company at Third avenue and 133d street, in the Borough of The Bronx, City of New York, for a charge of five dollars per car, four trolley cars from the company's connection with the tracks of the Union Railway Company to the water front without publishing, posting and filing any schedule thereof or amending its schedules to cover the said service and rate.

Further ordered, That this order shall take effect *nunc pro tunc* as of August 20, 1914.

ALTERATION OF GRADE CROSSINGS

Long Island Railroad Company — Alterations of grade crossings at Fresh Pond road and Metropolitan avenue, Bushwick Junction**Case No. 1261,
Resolution Approving Plans**

This proceeding was begun upon motion of the Commission, under Section 95 of the Railroad Law, on the question of alterations and changes in the grade crossings of Fresh Pond road and Metropolitan avenue at Bushwick Junction with the tracks of the Long Island Railroad Company. Hearings were had during 1910 and 1911. On December 8, 1911, the Commission issued a final order and determination directing that certain alterations and changes be made in the grade crossings at Fresh Pond road and Metropolitan avenue, Bushwick Junction, and that the details of construction of the bridge, retaining walls, street pavement and sidewalks be submitted to the Commission for approval. On December 12, 1911, the Commission adopted a resolution providing for the appropriation of the State's share of the cost of this work. On December 12, 1911, the Commission rendered an opinion (see 2 P. S. C. R. [1st Dist. N. Y.], 763). The Board of Estimate and Apportionment having requested the Commission to amend the order of December 8, 1911, the Commission, on November 21, 1913, issued an order amending the final order and determination of December 8, 1911, so as to conform to the changes in the grades of Fresh Pond road and Metropolitan avenue made by that Board.

The following plans have been approved by the Commission, by resolutions adopted on the dates specified:

Plan and details of masonry, provided that the rods of the center wall should be tied together with a satisfactory lacing; June 20, 1913.

Grades for street and railroads as shown by profiles and cross sections; August 1, 1913.

Plans for temporary drainage; November 14, 1913.

Plan modifying plan and details of masonry approved on June 20, 1913; December 5, 1913.

Plan of details of masonry of Metropolitan Avenue and Fresh Pond Road bridge; December 31, 1913.

Revised drawings showing relocation of proposed elevator pit; May 7, 1914.

Long Island Railroad Company — Alteration of grade crossing at Farmers avenue, Hollis**Case No. 1262,
Final Order and Determination**

This proceeding was begun upon motion of the Commission, under Section 95 of the Railroad Law, on the question of alterations and changes in the grade crossing of Farmers Avenue, at Hollis, with the tracks of the Long Island Railroad Company. Hearings were had during 1910, 1911, 1912, 1913 and on January 13, 1914. On February 6, 1914, Commissioner Cram filed a memorandum giving his views regarding this matter. (See 5 P. S. C. R. [1st Dist. N. Y.], Memoranda of Cases.)

Thereupon the Commission issued the following order and determination:

IN THE MATTER**OF THE**

Hearing on the motion of the Commission on the question of alterations and changes in the following grade crossing with the tracks of THE LONG ISLAND RAILROAD COMPANY:

Farmers Avenue at Hollis

Case No. 1262,
Final Order and Determination as to Alterations and Changes in Grade Crossing
February 6, 1914

Proceedings for the alteration of the above named grade crossing having been instituted by the Commission by the adoption on July 22, 1910, of an order for hearing, and notice of such hearing of more than ten days having been duly given to the City of New York and to The Long Island Railroad Company by service upon each of them of a copy of the said order for hearing and more than fourteen

days' notice of the hearing having been duly given to persons interested by publication of notices of the said hearing in the LONG ISLAND FARMER and in the BOROUGH DEMOCRAT, two newspapers published in the locality affected by this proceeding, and notices of the said hearing having been duly posted in conspicuous places, one on each side of the railroad tracks upon or near Farmers Avenue, for at least fourteen days prior to the said hearing, and the said hearing having been duly held before this Commission on September 26, 1910, and on various adjourned dates to and including January 13, 1914, Hon. Edward M. Bassett, Commissioner, presiding at hearings prior to June 8, 1911, Hon. William McCarroll, Commissioner, presiding at the sessions of June 22, July 24, September 12, October 17, October 23 and November 10, 1911, Hon. John E. Eustis, Commissioner, presiding at the sessions of July 28 and August 31, 1911, Hon. George V. S. Williams, Commissioner, presiding at the sessions of July 17, 1912, January 6, January 27, February 10 and July 8, 1913, Hon. George V. S. Williams and Hon. Milo R. Maltbie, Commissioners, presiding at the session of July 18, 1913, Hon. Edward E. McCall, Hon. John E. Eustis, Hon. Milo R. Maltbie, Hon. George V. S. Williams, Commissioners, presiding at the session of January 13, 1914, W. P. Burr and William J. Clark, Assistant Corporation Counsel, appearing for the City of New York, Joseph F. Keany, appearing for The Long Island Railroad Company, H. P. Salisbury appearing for Hollis Improvement Association and Arthur DuBois, Assistant Counsel, attending for the Commission, and testimony having been taken, and the Commissioners having made personal examination of the tracks and streets in the locality affected,

Now, therefore, it is

Ordered and determined, That the following alterations and changes should be made on the main line of The Long Island Railroad Company and on Farmers Avenue, Hollis, in the Borough of Queens, City of New York:

Farmers Avenue shall be depressed not more than three and one-half (3½) feet below its present grade at the railroad tracks to pass under the two main tracks of the Long Island Railroad Company, which shall be elevated so as to give a clearance of fourteen (14) feet from the surface of the street to the lowest member of the bridge carrying the railroad. The grades of Farmers Avenue, and of Old Country Road, Seminoles Avenue and Atlantic Avenue, which intersect Farmers Avenue at or near the point of intersection with the tracks of the railroad company, shall not be greater than three (3) per cent.

The bridge shall be a closed bridge constructed of steel concrete or masonry, or of a combination of these materials.

All details of construction shall be submitted to and be subject to the approval of the Public Service Commission for the First District.

Further ordered and determined, That this improvement be carried out in the manner provided by Sections 91 to 97, inclusive, of the Railroad Law.

Further ordered and determined, That the estimated cost of the work to be done pursuant to this order, one hundred and ninety-four thousand dollars (\$194,000), be and the same hereby is approved, and that the State's share of the cost of the work in this case, now estimated at forty-eight thousand five hundred dollars (\$48,500) be and the same hereby is appropriated from the funds available for that purpose.

Long Island Railroad Company — Alteration of grade crossing at Hempstead and Jamaica turnpike, Queens

Case No. 1264.

Order Denying Application for Amendment of Final Order and Determination

This proceeding was begun upon motion of the Commission, under Section 95 of the Railroad Law, on the question of alterations and changes in the grade crossing of Hempstead and Jamaica turnpike, at Queens, with the tracks of the Long Island Railroad Company. Hearings were had during 1910, 1911 and 1913. The Commission, on December 12, 1911, rendered an opinion (see 2 P. S. C. R. [1st Dist. N. Y.], 768). On December 8, 1911, the Commission issued a final order and determination directing that certain alterations and changes be made in the above-named grade crossing, and that the details of construction of all bridges, rails, retaining walls, street pavement and sidewalks be submitted to the Commission for approval. On December 12, 1911, the Commission adopted a resolution providing for the appropriation of the State's share of the cost of this work. On February 11, 1913, the Commission, upon the application of the Commercial Board of Bellair and Queens, directed that a further hearing be had on February 17, 1913, upon the question of modifying the determination as to the method of eliminating the grade crossing. Further hearings were had during 1913, and on January 13, 1914.

On February 6, 1914, Commissioner Cram filed a memorandum setting forth his views in the matter. (See 5 P. S. C. R. [1st Dist. N. Y.], Memoranda of Cases.)

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE
Hearing on the motion of the Commission on the
question of alterations and changes in the following
grade crossing with the tracks of THE LONG ISLAND
RAILROAD COMPANY:
Hempstead and Jamaica Turnpike

Case No. 1264,

Order Denying Application
for Amendment of Final
Order and Determina-
tion made December 8,
1911
February 6, 1914

IN THE MATTER
OF THE
Hearing on the motion of the Commission on the
question of alterations and changes in the following
grade crossings with the tracks of THE LONG ISLAND
RAILROAD COMPANY:
Bennett or Baylis Avenue Creed Avenue
Wertland Avenue Madison Avenue

Case No. 1380

The Commission having duly made a final order and determination herein on December 8, 1911, providing for the elimination of the above named grade crossings by the elevation of the tracks of The Long Island Railroad Company, through Bellaire and Queens in the Borough of Queens and the Commercial Board of Bellaire and Queens having asked for a reconsideration of the provisions contained in said final order and determination of December 8, 1911, and a rehearing having been duly held and a reconsideration had of the determination made in said final order, on February 17, 1913, and on certain adjourned dates to and including July 18, 1913, before Hon. George V. S. Williams, Commissioner, Joseph F. Keany appearing for The Long Island Railroad Company, W. P. Burr, Assistant Corporation Counsel, appearing for the City of New York, H. B. Salisbury appearing for Hollis taxpayers and property owners and Arthur DuBois, Assistant Counsel, attending for the Commission, and the Commission being of opinion after said rehearing that the final order and determination made herein December 8, 1911, should not be altered or amended;

Now, therefore, it is

Ordered, That the application for the amendment or change of the final order and determination made herein December 8, 1911, be and the same hereby is in all respects denied.

Long Island Railroad Company — Alterations of grade crossings on North Side Division, Flushing

Case No. 1266,
Approval Resolutions
Approval and Hearing Resolution

This proceeding was begun upon motion of the Commission, under Section 95 of the Railroad Law, on the question of alterations and changes in the following grade crossings with the tracks of the North Side Division of the Long Island Railroad Company, in Flushing: Lawrence street, Main street, Parsons avenue, Percy street, Wilson avenue, Boerum avenue, Murray street, 22d street and Broadway. On December 30, 1910, the Commission rendered an opinion (see 2 P. S. C. R. [1st Dist. N. Y.], 469), and issued an order directing the company to make certain changes in the grade crossings at the above-named streets, and that the details of construction of all bridges, arches, retaining walls, station support, street pavement and sidewalks should be submitted to the Commission for approval. By several resolutions adopted during 1911, 1912 and 1913, the Commission approved or authorized various plans, estimates and contracts in connection with the work. Upon application of the railroad company and after a hearing, the Commission, on June 28, 1912, adopted an order amending the final order and determination made herein on December 30, 1910, by striking out the paragraph providing "that the elevation of the tracks east of the easterly abutment supporting the bridge across Broadway shall be carried upon concrete arches, and providing that the detail of construction of the bridge as changed be submitted to the Commission for approval." The company and the City of New York having been unable to agree as to how much of the work of changing Main street with reference to drainage was properly chargeable to this improvement, and having agreed to submit the matter to the

Commission for determination, the Commission, on December 19 and 27, 1912, held hearings in respect to this matter. On February 4, 1913, the Commission adopted a resolution determining the portion of the expense which was necessitated by the improvement of eliminating the grade crossing at Main street.

The following plans, estimates and contracts affecting the work were approved by the Commission by resolutions adopted on the dates specified:

Drawing showing stairways leading from eastbound platform to the south end of the foot subway at Broadway station, Flushing; January 6, 1914.

Drawings showing details of wing walls and stairways at the east abutment of the Broadway bridge, Flushing; January 9, 1914.

Drawing showing drainage system at Broadway and 22d street; January 18, 1914.

Drawings showing plans and details for passenger station at Murray Hill; January 20, 1914.

Drawing showing details of canopies for the platforms of the Murray Hill station; February 6, 1914.

Acceptance of bid for construction of new station at Murray Hill; February 6, 1914.

Acceptance of bid for drainage work at Broadway and 22d street; February 10, 1914.

Drawings showing Boerum Avenue bridge; April 14, 1914.

Acceptance of bid for paving on 22d street, Depot lane, Station road, and the intersection of Broadway and Station road and bridge approaches at Boerum avenue, Madison avenue and Murray street; July 9, 1914.

A hearing, as to the ornamentation of the bridge at Broadway and 22d street, in Flushing, was had on September 29, 1914, and closed. On November 17, 1914, the Commission approved a report, by Commissioner Cram, on the ornamentation of the bridge at Broadway and 22d street, and as to unfinished details of other work.

On December 11, 1914, the Commission adopted the following resolution:

IN THE MATTER OF THE HEARING

ON THE

Motion of the Commission on the question of elimination and changes in the following grade crossings with the tracks of the North Side Division of THE LONG ISLAND RAILROAD COMPANY in Flushing, namely:

Lawrence Street	Boerum Avenue
Main Street	Murray Street
Parsons Avenue	Twenty-second Street and
Percy Street	Broadway
Wilson Avenue	

Case No. 1266,
Resolution Accepting and
Approving Work and Di-
recting a Hearing for
an Accounting
December 11, 1914

Whereas, On December 30, 1910, the Commission adopted a final order and determination in the above entitled proceedings; and

Whereas, On June 28, 1912, an order was adopted amending the final order and determination made herein on December 30th in certain respects; and

Whereas, From time to time resolutions have been adopted by the Commission approving plans for the work necessary to the grade crossing elimination and authorizing the acceptance of bids for the said work; and

Whereas, The Commission has been advised by its Chief Engineer that the work of elimination has been satisfactorily completed in accordance with the orders and resolutions of the Commission,

Now, therefore, It is

Resolved, That the work of eliminating the grade crossings at Lawrence street, Main street, Parsons avenue, Percy street, Wilson avenue, Boerum avenue, Murray street, 22d street and Broadway be and the same hereby is accepted and approved, provided, however, that nothing contained in this acceptance and approval shall be construed as binding the State of New York or the City of New York to participate in the payment of any part of the said work which shall be or which shall be determined to be an addition or betterment to the railroad over and above what may be reasonably necessary to the proper elimination of the grade crossings above named, and provided further, that nothing contained in this resolution shall be construed as binding the State of New York or the City of New York to pay as their contributive share of the expense of the grade crossing eliminations any sum in excess of two hundred thousand dollars (\$200,000) each.

Further resolved, That a hearing be had before the Commission at its hearing room, No. 154 Nassau street, Borough of Manhattan, City of New York, on the 28th day of December, 1914, at 11:00 o'clock in the forenoon, at which hearing The Long Island Railroad, The City of New York and the State of New York shall submit accounts and give testimony showing the amounts expended by each with

interest, to the end that the Commission may determine what expenditures are properly chargeable to the State, to the City and to The Long Island Railroad Company in this grade crossing elimination proceeding.

Further resolved, That notice of this hearing be given to The Long Island Railroad Company and to The City of New York at least five days prior to the date of this hearing by service upon each of them of a copy of this resolution.

Hearing was had on December 28, 1914, and adjourned to January 7, 1915. No further action.

Long Island Railroad Company — Alteration of grade crossing at Bennett or Baylis avenue, Wertland avenue, Creed avenue and Madison avenue

Case No. 1380,
Denial Order

This proceeding was begun upon motion of the Commission, under Section 95 of the Railroad Law, on the question of alterations and changes in the grade crossings of the tracks of the Long Island Railroad Company at Bennett or Baylis avenue, Wertland avenue, Creed avenue and Madison avenue, in the Borough of Queens. The Commission, on August 1, 1911, directed that a hearing be had on August 31, 1911. Hearings were had on August 31, 1911, and on subsequent dates to November 10, 1911. The Commission, on December 12, 1911, rendered an opinion (see 2 P. S. C. R. [1st Dist. N. Y.], 763). On December 8, 1911, the Commission issued a final order and determination as to alterations and changes in the grade crossings above named, the details of construction of all bridges, rails, retaining walls, street pavement and sidewalks to be submitted to the Commission for approval. On December 12, 1911, the Commission adopted a resolution providing for the appropriation of the State's share of the cost of the elimination of the grade crossings. Upon application of the Commercial Board of Bellaire and Queens, of the Borough of Queens, the Commission, on February 11, 1913, directed that a rehearing be had on February 17, 1913, as to the provisions of the final order of December 8, 1911. Rehearings were had on February 17 and 21, 1913. Further hearings were had on July 8 and 18, 1913. Upon application of the company, further hearings were had on August 12 and on subsequent dates to January 13, 1914.

On February 6, 1914, Commissioner Cram filed a memorandum giving his views regarding this matter. (See 5 P. S. C. R. [1st Dist. N. Y.], Memoranda of Cases.)

On February 6, 1914, the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of alterations and changes in the following grade crossing with the tracks of THE LONG ISLAND RAILROAD COMPANY:

Hempstead and Jamaica Turnpike

Case No. 1284,

Order Denying Application
for Amendment of Final
Order and Determination
made December 8, 1911
February 6, 1914

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of alterations and changes in the following grade crossings with the tracks of THE LONG ISLAND RAILROAD COMPANY:

Bennett or Baylis Avenue
Wertland Avenue

Creed Avenue
Madison Avenue

Case No. 1380

The Commission having duly made a final order and determination herein on December 8, 1911, providing for the elimination of the above named grade crossings by the elevation of the tracks of The Long Island Railroad Company through Bellaire and Queens in the Borough of Queens and the Commercial Board of Bellaire and Queens having asked for a reconsideration of the provisions contained in said final order and determination of December 8, 1911, and a rehearing having been duly held and a reconsideration had of the determination made in said final order, on February 17, 1913, and on certain adjourned dates to and including July 18,

1918, before Hon. George V. S. Williams, Commissioner, Joseph F. Keany appearing for The Long Island Railroad Company, W. P. Burr, Assistant Corporation Counsel, appearing for the City of New York, H. B. Sallsbury appearing for Hollis taxpayers and property owners and Arthur DuBois, Assistant Counsel, attending for the Commission, and the Commission being of opinion after said rehearing that the final order and determination made herein December 8, 1911, should not be altered or amended;

Now, therefore, it is

Ordered, That the application for the amendment or change of the final order and determination made herein December 8, 1911, be and the same hereby is in all respects denied.

Long Island Railroad Company—Alteration of grade crossing at Collins avenue and nine other crossings on the Montauk Division, Borough of Queens

Case No. 1384,
Hearing Resolution on Final Plans

This proceeding was begun upon motion of the Commission, under Section 95 of the Railroad Law, on the question of alterations in the grade crossings of the tracks of The Long Island Railroad Company on its Montauk Division, in the Borough of Queens, with the following streets: Collins avenue, Flushing avenue, Grand street, Old Flushing avenue or Flushing road, Maspeth avenue, Haberman's factory (Munich street), Clifton avenue, Hobson avenue (Washington avenue), Laurel Hill boulevard and Greenpoint avenue. Hearings were had during 1911. The Commission, on December 12, 1911, rendered an opinion (see 2 P. S. C. R. [1st Dist. N. Y.], 763), and issued a final order and determination as to alterations and changes in the above-named grade crossings, and provided that the details of construction of all retaining walls, street pavement and sidewalks should be submitted to the Commission for approval. On December 12, 1911, the Commission adopted a resolution providing for the appropriation of the State's share of the cost of the elimination of the grade crossings. Upon application of the company rehearings were had on December 19, 1912, January 6 and 27, and February 10, 1913. On July 1, 1913, the Commission directed that a further hearing be had on July 8th. Further hearings were had on July 8 and 18, 1913. On July 22, 1913, the Commission issued an order after rehearing denying the request of the company for a modification of the order of December 8, 1911.

The company having submitted six studies or plans for the elimination of the grade crossing at Laurel Hill boulevard, the Commission, on March 13, 1914, adopted a resolution directing that a hearing be had on March 20, 1914, to determine what plan or plans should be finally adopted for the elimination of the grade crossing at Laurel Hill boulevard. Hearings were had on March 20, 1914, and on subsequent dates to August 5, 1914, when the hearing was adjourned subject to call.

Long Island Railroad Company—Alteration of grade crossing at Norwood avenue and twenty-one other grade crossings, Atlantic Avenue Division

Case No. 1672,
Approval Resolution
Amending Order
Approval Resolution
Approval and Hearing Resolution
Resolution Authorizing Certificate of Performance of Work

This proceeding was begun upon motion of the Commission on the question of alterations and changes in grade crossings with the tracks of the Atlantic Avenue Division of The Long Island Railroad Company at Atlantic avenue and twenty-one other grade crossings. Hearings were had on May 14 and on subsequent dates to December 30, 1913. On September 30, 1913, the Commission issued an order directing the construction of a pedestrian subway beneath the tracks at Railroad avenue. On December 31, 1913, the Commission issued an order discontinuing the proceeding.

The company having submitted to the Commission for approval a drawing showing details of construction for the pedestrian subway beneath the tracks of the company at Railroad avenue, the Commission, on January 9, 1914, adopted a resolution approving such drawing.

On January 27, 1914, the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the Commission on the question of alterations and changes in the following grade crossings with the tracks of the Atlantic Avenue Division of the LONG ISLAND RAILROAD COMPANY, in the City of New York, namely:

Norwood Avenue
Logan Avenue
Euclid Avenue
Crescent Street
Railroad Avenue
Enfield Street or
Elderts Lane
Rockaway Plank Road
Shaw Avenue
Benedict Avenue
Woodhaven Avenue
Lefferts Avenue

Vanderveer Place
Napier Avenue
Union Place
Wyckoff Avenue
Grand Avenue and
Napier Place
Greenwood Avenue
Elm and
Linden Streets
Jefferson Avenue
Johnson Avenue
Beech Street

Case No. 1672,
Order Amending Discon-
tinuance Order
January 27, 1914

An order having been duly made in the above entitled matter on December 31, 1913, discontinuing the above entitled proceeding without prejudice to reopening and continuing the same; and it being the intention to discontinue the said proceeding with reference to the grade crossings above-named excepting the Railroad Avenue grade crossing as to which an order was duly made on September 30, 1913, directing certain alterations thereat, it is

Ordered, That the said order of December 31, 1913, be and the same hereby is amended *nunc pro tunc* as of December 31, 1913, so as to read as follows:

"Proceedings for the alteration of the above-named grade crossings having been instituted by the Commission by the adoption on April 18, 1913, of a resolution for a hearing, and such hearing having been held on May 14, 1913, and on adjourned dates to December 30, 1913, before Hon. George V. S. Williams, Commissioner, J. F. Keany, Esq., appearing for the Long Island Railroad Company, and other parties appearing in person or by representatives, Arthur DuBois, Esq., and H. H. Chamberlain, Esq., Assistant Counsel, attending for the Commission; and an order and determination having been made on September 30, 1913, as to alterations in the grade crossing at Railroad Avenue; and further proceedings having been postponed because of the lack of an appropriation to pay for the share of the State of New York of the cost of alterations at the other above-named grade crossings if a determination for such alterations should be made by the Commission; and it therefore appearing desirable to the Commission not to make a determination at the present time, but to close this proceeding upon the records of the Commission in respect to the grade crossings other than at Railroad Avenue, and to reopen and continue the same at a later date when an appropriation of the State's share of the cost of alterations may be available, it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued as to all the above-named grade crossings, excepting the grade crossing at Railroad Avenue, but that said proceeding may be reopened and continued at any time before the Commission, and further proceedings may be had therein and any order or determination may be made therein with reference to the subject matter of this proceeding."

The company under date of December 15, 1913, having submitted to the Commission for approval, drawings showing details of stairways and stairway shelters for the pedestrian subway beneath the tracks of the company on the Atlantic Avenue Division at Railroad Avenue, the Commission, on January 27, 1914, adopted a resolution approving such drawings.

On June 12, 1914, the Commission adopted the following resolution:

CASE NO. 1672, RESOLUTION ACCEPTING AND APPROVING WORK ON RAILROAD AVENUE
FOOT SUBWAY AND DIRECTING A HEARING FOR AN ACCOUNTING

(June 12, 1914)

Whereas, on September 30, 1913, the Commission adopted an order and determination in this proceeding as to changes in Railroad Avenue; and

Whereas, the Commission on December 31, 1913, discontinued the above entitled proceeding except as to Railroad Avenue; and

Whereas, the Commission on January 27, 1914, amended the said order of December 31, 1913, in certain respects; and

Whereas, from time to time resolutions have been adopted by the Commission approving plans for the work necessary to the change in grade crossing at Railroad Avenue; and

Whereas, the Commission has been advised by its Chief Engineer by letter dated May 12, 1914, that the work of construction of the foot subway under the tracks of the railroad company at Railroad avenue has been satisfactorily completed in accordance with the orders and resolutions of the Commission,

Now, therefore, it is

Resolved, That the work of changing the grade crossing at Railroad avenue on the Atlantic Avenue Division of The Long Island Railroad be and the same hereby is accepted and approved.

Further Resolved, That a hearing be had before the Commission at its hearing room at No. 154 Nassau street, Borough of Manhattan, New York City, on the 10th day of June, 1914, at 10:30 o'clock in the forenoon, at which hearing The Long Island Railroad Company and the City of New York shall submit accounts and give testimony showing the amounts expended by each with interest.

Further resolved, That notice of this hearing be given to the Long Island Railroad Company and The City of New York at least ten days prior to the date of said hearing by service upon each of them of a copy of this resolution.

Hearings, as to the accounting of the cost of work on Railroad avenue foot bridge, were had on June 19 and 26, 1914.

Thereupon the Commission adopted the following resolution:

CASE NO. 1672, RESOLUTION AUTHORIZING CERTIFICATE OF PERFORMANCE OF WORK
(June 27, 1914)

Whereas, a final order and determination was made herein on September 30, 1913, directing the construction of a foot subway beneath the tracks of The Long Island Railroad Company at the Railroad avenue crossing; and

Whereas, from time to time resolutions have been adopted by the Commission approving plans and bids for the work necessary to the elimination of the grade crossing; and

Whereas, the Commission has been advised by its Chief Engineer by communication dated May 12, 1914, that the work of the construction of the foot subway had been satisfactorily completed in accordance with the order of the Commission; and

Whereas, the Commission by resolution adopted June 12, 1914, accepted and approved the work and directed a hearing for an accounting by the Railway Company, the City of New York and the Public Service Commission to determine upon the amount expended by each with interest; and

Whereas, a hearing was held pursuant to said resolution on June 19, 1914, and June 26, 1914, before Honorable George V. S. Williams, Commissioner, Joseph F. Keany appearing for The Long Island Railroad Company; Vincent Victory, Assistant Corporation Counsel, appearing for the City of New York; Arthur DuBois, Assistant Counsel, attending for the Commission, and The Long Island Railroad Company having submitted upon said accounting a statement and summary showing expenditures made by The Long Island Railroad Company, and the Public Service Commission having submitted at the said hearing a statement of expenditures of the Public Service Commission, and these statements having been examined by representatives of the City of New York, and the said statements having been accepted by all parties represented by said accounting as containing a proper statement of railroad expenditures and of expenditures by the Public Service Commission and as containing a proper division of the cost among the Railway Company, the City of New York and the State of New York pursuant to the provisions of the Railroad Law, except as to a certain item of \$169.23, representing expenditures by the Public Service Commission which The Long Island Railroad Company had reported as expended by the State of New York, whereas the said sum was expended by the City of New York, and

Whereas, it appears upon the said accounting that The Long Island Railroad Company has expended on necessary work on changes in the highway the sum of \$8,100.86, including interest, and that the City of New York through the Public Service Commission for the First District has expended on such work the sum of \$169.23, including interest, and that the State of New York has made no expenditure in connection with said work, and details of all expenditures being shown in the statement submitted by The Long Island Railroad Company and by the Public Service Commission for the First District,

Now, therefore, it is

Resolved, That the Chairman and the Secretary of the Commission be and they hereby are authorized to execute and file with the Comptroller of the State of New York and with the Comptroller of the City of New York a certificate in the form attached hereto and made a part hereof to the effect that the entire work of alteration of an existing grade crossing at Railroad avenue has been properly performed, and that the total cost of the necessary work of such change, including interest to July 1, 1914, was \$8,270.09.

That of this total cost The Long Island Railroad Company expended \$7,925.12 which, with interest to July 1, 1914, amounted to \$8,100.86.

That of said total cost the City of New York expended in supervision by the Public Service Commission for the First District the sum of \$165.55 which, with interest to July 1, 1914, amounting to \$3.68, totals \$169.23.

That the balance due to The Long Island Railroad Company from the State of New York on July 1, 1914, including interest, is one-quarter of the total cost of the alteration — \$2,067.52.

That the balance due to The Long Island Railroad Company from the City of New York on July 1, 1914, including interest, is equal to the difference between one-quarter of the total cost of the alteration — \$2,067.52 — and the amount expended by the City of New York through the Public Service Commission with interest — \$169.23, or \$1,898.29.

At an Adjourned Meeting of the Public Service Commission for the First District, duly held at its office, No. 154 Nassau street, in the Borough of Manhattan, City and State of New York, on the 27th day of June, 1914.

Present:

EDWARD E. MCCALL,
Chairman,

MILO R. MALTBIE,
ROBERT C. WOOD,
Commissioners.

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of alterations and changes in the following grade crossings with the tracks of the Atlantic Avenue Division of THE LONG ISLAND RAILROAD COMPANY, in the City of New York, namely:

Norwood Avenue	Vanderveer Place
Logan Avenue	Napier Avenue
Euclid Avenue	Union Place
Crescent Street	Wyckoff Avenue
Railroad Avenue	Grand Avenue and
Enfield Street or	Napier Place
Elderts Lane	Greenwood Avenue
Rockaway Plank Road	Elm and
Shaw Avenue	Linden Streets
Benedict Avenue	Jefferson Avenue
Woodhaven Avenue	Johnson Avenue
Lefferts Avenue	Beech Street

Case No. 1672,
Certificate of Performance
of Work and of
the Cost Thereof

A final order and determination having been made herein by the Commission on September 30, 1913, directing an alteration of the grade crossing of Railroad avenue, a copy of which order and determination is hereto attached and made a part hereof, and it appearing that The Long Island Railroad Company pursuant to the provisions of the Railroad Law and under the supervision and direction of the Commission has completed the work of the alteration and has submitted to the Commission a verified statement and account showing the total cost of the alteration to be \$8,270.09, including interest to July 1, 1914, the expenditure by said Railroad Company on account of said work being \$7,925.12, with interest to July 1, 1914, of \$175.74 — a total of \$8,100.86, the expenditure of the City of New York for supervision on account of said work being \$165.55, with interest to July 1st of \$3.68 — a total of \$169.23, there being no expenditures by the State of New York in connection with said work, the details of all expenditures having been reported to the Commission and examination by the Commission in a hearing held in connection with this case for the purpose of considering the account, and the City of New York and the Long Island Railroad Company having agreed upon the amounts above stated as correctly representing expenditures properly made for the necessary work of the alteration,

Now, therefore, The Public Service Commission for the First District does hereby certify:

First: That an order directing alterations in the grade crossing of Railroad avenue with the tracks of the Atlantic Avenue Division of The Long Island Railroad Company was made by the Commission on September 30, 1913. On December 31, 1913, an order was adopted by the Commission discontinuing the above entitled proceeding except as to Railroad avenue, and on January 27, 1914, the said order of December 31, 1913, was amended in certain respects. Copies of the said orders are hereto attached and made part hereof.

Second: That the said crossing is situated at the intersection of Railroad avenue and the tracks of the Atlantic Avenue Division of The Long Island Railroad Company in the Borough of Brooklyn, City of New York.

Third: That the necessary expenditures made by The Long Island Railroad Company for work of alteration of the grade crossing, including interest to July 1, 1914, was \$8,100.86.

That the necessary expense of supervision by the Public Service Commission for the First District paid for by the City of New York, including interest to July 1, 1914, was \$169.23.

That the total cost of all necessary expenditures for said grade crossing alteration, including interest to July 1, 1914, was \$8,270.09.

That the one-quarter share of the total necessary cost of the grade crossing alteration to be borne by the State of New York pursuant to the Railroad Law, including interest to July 1, 1914, is \$2,067.52. No expenditure was made by the State of New York in connection with this alteration at grade crossing. The balance due from the State of New York to The Long Island Railroad Company, including interest to July 1, 1914, is therefore \$2,067.52.

That the one-quarter share of the total necessary cost of the grade crossing alteration to be borne by the City of New York pursuant to the provisions of the Railroad Law, including interest to July 1, 1914, is \$2,067.52. Deducting the total expenditures made by the City of New York through the Public Service Commission for the First District for supervision, including interest to July 1, 1914, \$169.28, the balance due from the City of New York to The Long Island Railroad Company, including interest to July 1, 1914, is \$1,898.29.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT

By.....Chairman

Attest

.....Secretary

Long Island Railroad Company — Alteration of grade crossing at Greenpoint avenue, Montauk Division

Case No. 1865,
Hearing Resolution

This proceeding was begun upon motion of the Commission on the question of alterations and changes in the grade crossing of the tracks of the Montauk Division of The Long Island Railroad Company with Greenpoint avenue, in the Borough of Queens. The Commission, on September 11, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on October 13, 1914. Hearings were had on October 13, 1914, and on subsequent dates to December 14, 1914, when the hearing was adjourned to January 5, 1915. No further action.

Staten Island Railway Company — Alterations of grade crossings at Amboy road and at Sharott avenue, Pleasant Plains

Case No. 1780

This proceeding was begun upon motion of the Commission on the question of alterations and changes in the grade crossings with the tracks of the Staten Island Railway Company at Amboy road and at Sharott avenue, Pleasant Plains, in the Borough of Richmond. The Commission, on December 31, 1913, directed (see blank form of hearing resolution, page 381) that a hearing be had on February 17th. Hearings were had on February 17, 1914, and on subsequent dates to July 23, 1914, when the hearing was closed.

Staten Island Railway Company — Alteration of grade crossing of the Amboy road at Huguenot avenue

Case No. 1270,
Resolution Authorizing Certificate of Performance of Work

This proceeding was begun upon motion of the Commission, under Section 95 of the Railroad Law, on the question of alterations and changes in the grade crossing of the Amboy road, at Huguenot avenue, with the tracks of the Staten Island Railway Company. Hearings were had during 1910. On February 7, 1911, the Commission issued a final order and determination for the elimination of the grade crossing. During 1911, 1912 and 1913, the Commission by resolutions approved plans, estimates and bids in connection with the work. Upon notification by the company of the completion of the work of elimination, the Commission, on October 28, 1913, adopted a resolution accepting and approving the work and directing that a hearing as to an accounting be had on November 18, 1913. Hearings were had on November 18, 1913, and on subsequent dates to January 9, 1914.

Thereupon the Commission adopted the following resolution :

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of alterations and changes in the following grade crossing of the tracks of the STATEN ISLAND RAILWAY COMPANY:

Crossing of the Amboy Road at Huguenot Avenue

Case No. 1270.
Resolution Authorizing Certificate of Performance of Work
February 6, 1914

Whereas, A final order and determination was made herein on February 7, 1911, directing the elimination of the grade crossing above named; and

Whereas, From time to time resolutions have been adopted by the Commission approving plans and bids for the work necessary to the elimination of the grade crossing; and

Whereas, The Commission has been advised by its Chief Engineer by communication dated October 18, 1913, that the work of the elimination has been satisfactorily completed in accordance with the orders and resolutions of the Commission; and

Whereas, The Commission by resolution adopted October 28, 1913, accepted and approved the work and directed a hearing for an accounting by the railway company, the City of New York and the Public Service Commission to determine upon the amount expended by each with interest; and

Whereas, A hearing was held pursuant to said resolution on November 18, November 21, December 5, December 19, 1913, and on January 2 and January 6, 1914, before Honorable J. Sergeant Cram, Commissioner; R. H. Nielson of Counsel for Staten Island Railway Company; W. B. Redgrave, Engineer Maintenance of Way of Staten Island Railway Company, appearing for Staten Island Railway Company; Nelson P. Lewis, Chief Engineer of the Board of Estimate and Apportionment, appearing for the City of New York; Lewis Nixon, Commissioner of Public Works, and Ellarson Stout, appearing for the Borough President of the Borough of Richmond; Arthur DuBols, Assistant Counsel, attending for the Commission, and the Staten Island Railway Company having submitted upon the said accounting "statement showing cost and division of same, elimination of grade crossings, Amboy road, Huguenot, Staten Island," and this statement having been examined by representatives of the City of New York and by the engineers of the Public Service Commission and certain changes having been made in this statement as embodied in a revised statement and later in a final statement verified January 21, 1914, by William B. Redgrave, Engineer Maintenance of Way of Staten Island Railway Company, and said final statement having been agreed to by all parties represented on the said accounting as containing a proper statement of railroad expenditures and a proper division of the said cost among the railway company, the City of New York and the State of New York pursuant to the provisions of the Railroad Law; and

Whereas, It appears upon the said accounting that the Staten Island Railway Company has expended on the necessary work of grade crossing elimination the sum of \$63,726.39 and interest; that the City of New York through the authorities of the Borough of Richmond has expended on the necessary work of grade crossing elimination the sum of \$3,226.35 and interest, and that the said City through the Public Service Commission has expended on said work the sum of \$115.84 with interest, and that the State of New York through the Public Service Commission has expended on said work in supervision the sum of \$582.36 with interest, and details of all expenditures being shown in a report of the Chief Engineer of the Public Service Commission dated January 20, 1914,

Now, therefore, It is

Resolved, That the Chairman and the Secretary of the Commission be and they hereby are authorized to execute and file with the Comptroller of the State of New York a certificate in the form attached hereto and made part hereof to the effect that the entire work of grade crossing elimination has been properly performed; that the total cost of the necessary work of elimination exclusive of railroad betterment and including interest to February 1, 1914, was \$72,438.41;

That of this total cost the Staten Island Railway Company expended \$63,726.39 which with interest to February 1, 1914, amounting to \$4,505.56, totals \$68,231.95;

That of said total cost the State of New York expended in supervision the sum of \$582.36 which, with interest to February 1, 1914, amounting to \$31.00, totals \$614.35;

That of said total cost the City of New York expended \$3,342.19 which with interest to February 1, 1914, amounting to \$249.92, totals \$3,592.11;

That the balance due to the Staten Island Railway Company from the State of New York on February 1, 1914, including interest, is equal to the difference between one-quarter of the total cost of the elimination (\$18,109.60) and the amount expended by the State of New York with interest (\$614.35) or \$17,495.25; and that the balance due to the Staten Island Railway Company from the City of New York on February 1, 1914, including interest, is equal to the difference between one-quarter of the total cost of the elimination (\$18,109.60) and the amount expended by the City of New York with interest (\$3,952.11) or \$14,517.49.

CASE No. 1270, FORM OF CERTIFICATE OF PERFORMANCE OF WORK AND COST THEREOF

A final order and determination having been made herein by the Commission on February 7, 1911, directing the elimination of the grade crossing above named, a copy of which order and determination is hereto attached and made a part hereof, and it appearing that the Staten Island Railway Company, pursuant to the provisions of the Railroad Law and under the supervision and direction of the Commission, has completed the work of the elimination and has submitted to the Commission a verified statement and account showing the total cost of the elimination exclusive of railroad betterment to be \$72,438.41, including interest to February 1, 1914; the expenditure by said Railway Company on account of the said work being \$63,728.39, with interest to February 1, 1914, of \$4,505.56, a total of \$68,231.95; the expenditure of the State of New York for supervision on account of said grade crossing being \$582.36, with interest to February 1, 1914, of \$31.99, a total of \$614.35, and the expenditure of the City of New York on account of said grade crossing being \$3,342.19, with interest to February 1, 1914, of \$249.92, a total of \$3,592.11, the details of all expenditures having been reported to the Commission and examined by the Commission in a hearing held in connection with this Case No. 1270 for the purpose of considering the account, and The City of New York and the Staten Island Railway Company having agreed upon the amounts above stated as correctly representing expenditures properly made for the necessary work of the grade crossing elimination, now, therefore, the Public Service Commission for the First District does hereby certify

First: That an order directing changes in the grade crossing of the Amboy road with the tracks of the Staten Island Railway Company near Huguenot was made by the Commission on February 7, 1911. A copy of the said order is hereto attached and made a part hereof.

Second: That the said crossing is situated at the intersection of the Amboy road near Huguenot and the tracks of the Staten Island Railway Company in the Borough of Richmond, County of Richmond, City of New York.

Third: That the necessary expenditures made by the Staten Island Railway Company for work of grade crossing elimination including interest to February 1, 1914, was..... \$68,231 95

That the necessary expense of supervision by the State of New York through the Public Service Commission, including interest to February 1, 1914, was..... 614 35

That the necessary expenditure made by the City of New York, including interest to February 1, 1914, was..... 3,592 11

That the total cost of the necessary expenditures for said grade crossing elimination including interest to February 1, 1914, was.... 72,438 41

That in addition the Staten Island Railway Company has expended in railroad betterment and additions not included in this accounting, no part of which is to be paid for by the State of New York and the City of New York, the sum of..... (19,678 61)

That the $\frac{1}{4}$ share of the total necessary cost of the grade crossing elimination work to be borne by the State of New York pursuant to the Railroad Law including interest to February 1, 1914..... 18,109 60

Deducting the total expenditures made by the State of New York in connection with said work including interest to February 1, 1914,.... 614 35

The balance due from the State of New York to the Staten Island Railway Company, including interest to February 1, 1914, is..... \$17,495 25

That the $\frac{1}{4}$ share of the total necessary cost of grade crossing to be borne by the City of New York pursuant to the provisions of the Railroad Law including interest to February 1, 1914, is..... \$18,109 60

Deducting the total expenditures made by the City of New York in connection with said work including interest to February 1, 1914,.... 8,592 11

The balance due from the City of New York to the Staten Island Railway Company, including interest to February 1, 1914, is..... \$14,517 49

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

By.....Chairman.

Attest

.....Secretary.

Staten Island Railway Company—Alteration of grade of Crooks Crossing on the Amboy road, at Giffords

Case No. 1272,

Approval Resolutions

Resolution Accepting Work and Directing

Accounting

Resolution Authorizing Certificate of Performance of Work

This proceeding was begun upon motion of the Commission, under Section 95 of the Railroad Law, on the question of alterations and changes in the grade cross-

ing of the tracks of the Staten Island Railway Company at Crooks Crossing on the Amboy road, at Giffords. Hearings were had during 1910 and 1911. The Commission on February 24, 1911, rendered an opinion (see 2 P. S. C. R. (1st Dist. N. Y.), 503), and on the same date issued an order for the elimination of the grade crossing by elevating the highway over the railroad. Upon the application of the company, and after a rehearing, the Commission, on May 21, 1912, issued an order modifying the order of February 24, 1911, and directing that the grade be eliminated by a diversion of the highway under the railroad and the elevation of the railroad. By resolutions adopted on the dates specified, the Commission approved the following: plan of drainage system, February 11, 1913; plan of construction of west end of drainage system, August 19, 1913; bids for construction of superstructure of bridge over the Amboy road, August 19, 1913; plan of masonry for under-grade crossing, September 9, 1913; plan of paving of Amboy road at the Crooks Crossing, March 17, 1914; acceptance of bid for paving of roadway on Amboy road, April 28, 1914.

The company having notified the Commission of the completion of the work of the elimination, the Commission on October 6, 1914, adopted the following resolution:

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of alterations and changes in the following grade crossing of the tracks of the STATEN ISLAND RAILWAY COMPANY:

Crooks Crossing on Amboy Road at Giffords

Case No. 1272,
Resolution Accepting and
Approving Work and
Directing a Hearing for
an Accounting
October 6, 1914

Whereas, On February 24, 1911, the Commission adopted a final order and determination in this proceeding as to changes in the grade crossing above mentioned; and

Whereas, On May 21, 1912, the Commission adopted a final order and determination as to elimination of grade crossing after rehearing amending the said order of February 24, 1911, in certain respects; and

Whereas, From time to time resolutions have been adopted by the Commission approving plans for the work necessary to the grade crossing elimination and authorizing the acceptance of bids for the said work; and

Whereas, The Commission has been advised by its Chief Engineer by communication dated September 24, 1914, that the work of elimination has been satisfactorily completed in accordance with the orders and resolutions of the Commission;

Now, therefore, it is

Resolved, That the work of eliminating the grade crossing of the tracks of the Staten Island Railway Company of the Amboy road at Giffords, known as Crooks Crossing, be and the same hereby is accepted and approved. Provided, however, that nothing contained in this acceptance and approval shall be construed as binding the State of New York or the City of New York to participate in the payment of any part of the said work which shall be determined to be an addition or betterment to the railroad over and above what may be reasonably necessary to the proper elimination of the grade crossing in this proceeding.

Further resolved, That a hearing be had before the Commission at its hearing room, No. 154 Nassau street, Borough of Manhattan, City of New York, on the 20th day of October, 1914, at 11 o'clock in the forenoon, at which hearing the Staten Island Railway Company and the City of New York shall submit accounts and give testimony showing the amounts expended by each with interest.

To the end that the Commission may determine what expenditures are properly chargeable to this grade crossing elimination proceeding.

Further resolved, That notice of this hearing be given to the Staten Island Railway Company and to The City of New York at least three days prior to the date of this hearing by service upon each of them of a copy of this resolution.

Hearings were had on October 20 and November 17, 1914, when the hearing was closed.

Thereupon the Commission adopted the following resolution:

CASE NO. 1272, RESOLUTION AUTHORIZING CERTIFICATE OF PERFORMANCE OF WORK
(November 20, 1914)

Whereas, A final order and determination was made herein on February 24, 1911, directing the elimination of the grade crossing above named and after rehearing was on May 21, 1912, amended in certain respects; and

Whereas, From time to time resolutions have been adopted by the Commission approving plans and bids for the work necessary to the elimination of the said grade crossing; and

Whereas, The Commission has been advised by its Chief Engineer by communication dated September 24, 1914, that the work of the elimination has been satisfactorily completed in accordance with the orders and resolutions of the Commission; and

Whereas, The Commission by resolution adopted October 6, 1914, accepted and approved the work and directed a hearing for an accounting by the Railway Company, the City of New York and the Public Service Commission for the First District to determine upon the amount expended by each with interest; and

Whereas, A hearing was held pursuant to said resolution on October 20, 1914, and November 17, 1914, before Honorable J. Sergeant Cram, Commissioner, Nicholas J. Kelly appearing as counsel for Staten Island Railway Company; Vincent Victory, Assistant Corporation Counsel, appearing for The City of New York; Ellerson Stout appearing for the Borough President of the Borough of Richmond; Arthur DuBois, Assistant Counsel, attending for the Commission, and the Staten Island Railway Company having submitted upon the said accounting a statement showing cost and division of the same, and the City of New York and the Public Service Commission for the First District having submitted verified statements showing their expenses made in connection with the said grade crossing elimination, and the said statements and accounts having been agreed to by all parties represented on the said accounting as containing a proper statement of railroad expenditures and a proper statement of expenditures by the City of New York by the Public Service Commission for the First District and a proper division of the said cost among the Railway Company, the City of New York and the State of New York, pursuant to provisions of the Railroad Law, having been set forth in the statement submitted by the Staten Island Railway Company; and

Whereas, It appears from the said accounting that the Staten Island Railway Company has expended on the necessary work of grade crossing elimination the sum of \$93,117.65 and interest; that the City of New York through the authorities of the Borough of Richmond has expended on the necessary work of grade crossing elimination the sum of \$509.69 and interest, and that the said City through the Public Service Commission for the First District has expended on said work the sum of \$781.59 and interest; and that the State of New York through the Public Service Commission for the First District has expended on said work in supervision the sum of \$927.36 and interest; and details of all expenditures being shown in a report of the Chief Engineer of the Public Service Commission, dated November 12, 1914;

Now, therefore, it is

Resolved, That the Chairman and the Secretary of the Commission be and they hereby are authorized to execute and file with the Comptroller of the State of New York and with the Comptroller of the City of New York a certificate in the form attached hereto and made part hereof to the effect that the entire work of grade crossing elimination has been properly performed; that the total cost of the necessary work of elimination exclusive of railroad betterment and including interest to December 1, 1914, was \$101,447.73.

That of this total cost the Staten Island Railway Company expended \$93,117.65 which with interest to December 1, 1914, amounting to \$5,966.32, totals \$99,083.97.

That of said total cost the State of New York expended in supervision the sum of \$927.36 which with interest to December 1, 1914, amounting to \$48.23, totals \$975.59.

That of said total cost the City of New York expended \$1,291.28 which with interest to December 1, 1914, amounting to \$96.89, totals \$1,388.17.

That the balance due to the Staten Island Railway Company from the State of New York as of December 1, 1914, including interest, is equal to the difference between one-quarter of the total cost of the elimination (\$25,361.94) and the amount expended by the State of New York with interest (\$975.59) or \$24,386.35; and that the balance due to the Staten Island Railway Company from the City of New York as of December 1, 1914, including interest, is equal to the difference between one-quarter of the total cost of the elimination (\$25,361.94) and the amount expended by the City of New York with interest (\$1,388.17) or \$23,973.77.

Provided, however, that if payment from the State of New York to the Staten Island Railway Company be made later than December 1, 1914, the balance due to the said Railway Company from the State of New York shall be \$24,386.35 and interest on \$21,731.57 from December 1, 1914, to the date of payment at the rate of six per cent per annum (said sum of \$21,731.57 being the net amount expended by the said Railway Company exclusive of interest, maintenance, and the percentage charged for use of tools, etc., and after deducting the expenditures made by the State of New York).

And provided further that if payment from the City of New York to the Staten Island Railway Company be made later than December 1, 1914, the balance due to the said Railway Company from the City of New York shall be \$23,973.77 and interest on \$21,318.99 from December 1, 1914, to the date of payment at the rate of six per cent per annum (said sum of \$21,318.99 being the net amount expended by the said Railway Company, exclusive of interest, maintenance, and the percentage charged for the use of tools, etc., and after deducting the expenditures made by the City of New York).

480 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

At a Stated Meeting of the Public Service Commission for the First District duly held at its office No. 154 Nassau street, in the Borough of Manhattan, City and State of New York, on the day of November, 1914.

Present:

Commissioners

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of alterations in the following grade crossings with the tracks of the STATEN ISLAND RAILWAY COMPANY:

Crooks Crossing on Amboy Road at Giffords

Case No. 1272,
Certificate of Performance
of Work and Cost
Thereof

A final order and determination having been made herein by the Commission on February 24, 1911, and an order amending said final order having been made herein on May 21, 1912, directing the elimination of the grade crossing above named, a copy of which order and determination is hereto attached and made a part hereof, and it appearing that the Staten Island Railway Company, pursuant to the provisions of the Railroad Law, and under the supervision and direction of the Commission, has completed the work of the elimination and has submitted to the Commission a verified statement and account showing the total cost of the elimination exclusive of railroad betterment to be \$101,447.73, including interest to December 1, 1914, the expenditure by said Railway Company on account of the said work being \$93,117.05, with interest to December 1, 1914, of \$5,966.32, a total of \$99,083.97; the expenditure of the State of New York for supervision on account of said grade crossing elimination being \$927.36, with interest to December 1, 1914, \$48.23, a total of \$975.59; and the expenditure of the City of New York on account of said grade crossing elimination being \$1,291.28, with interest to December 1, 1914, \$96.89, a total of \$1,388.17, the details of all expenditures having been reported to the Commission and examined by the Commission in a hearing held in connection with this case No. 1272 for the purpose of considering the account, and the City of New York and the Staten Island Railway Company having agreed upon the amounts above stated as correctly representing expenditures properly made for the necessary work of the grade crossing elimination, now, therefore, the Public Service Commission for the First District does hereby certify

First: That an order directing the changes in the grade crossing of the Amboy road with the tracks of the Staten Island Railway Company at Giffords (Great Kills), Borough of Richmond, City of New York, was made by the Commission on February 24, 1911, as amended by order of the Commission made May 21, 1912. Copies of the said orders are hereto attached and made part hereof.

Second: That the said crossing is situated at the intersection of the Amboy road at Giffords (Great Kills) and the tracks of the Staten Island Railway Company, in the Borough of Richmond, County of Richmond, City of New York.

Third: That the necessary expenditures made by the Staten Island Railway Company for work of grade crossing elimination, including interest to December 1, 1914, was..... \$99,083 97

That the necessary expense of supervision by the State of New York through the Public Service Commission, including interest to December 1, 1914, was..... 975 59

That the necessary expenditures made by the City of New York, including interest to December 1, 1914, was..... 1,388 17

That the total cost of the necessary expenditures for said grade crossing elimination, including interest to December 1, 1914, was.... 101,447 73

That the $\frac{1}{4}$ share of the total necessary cost of the grade crossing elimination work to be borne by the State of New York pursuant to the Railroad Law, including interest to December 1, 1914, is..... 25,361 94

Deducting the total expenditures made by the State of New York in connection with said work, including interest to December 1, 1914. 975 59

The balance due from State of New York to the Staten Island Railway Company, including interest to December 1, 1914, is..... \$24,386 35

That the $\frac{1}{4}$ share of the total necessary cost of the grade crossing to be borne by the City of New York, pursuant to the provisions of the Railroad Law, including interest to December 1, 1914, is..... \$25,361 94

Deducting the total expenditures made by the City of New York in connection with the said work of grade crossing elimination, including interest to December 1, 1914..... 1,388 17

The balance due from the City of New York to the Staten Island Railway Company, including interest to December 1, 1914, is..... \$23,973 77

Should the payment from the State of New York to the Staten Island Railway Company be made later than December 1, 1914, the balance due to the said Railway Company from the State of New York shall be \$24,886.35 and interest on \$21,731.57 from December 1, 1914, to the date of payment at the rate of six per cent per annum (said sum of \$21,731.57 being the net amount expended by the said Railway Company exclusive of interest, maintenance, and the percentage charged for use of tools, etc., and after deducting the expenditures made by the State of New York).

Should the payment from the City of New York to the Staten Island Railway Company be made later than December 1, 1914, the balance due to the said Railway Company from the City of New York shall be \$23,973.77 and interest on \$21,318.99 from December 1, 1914, to the date of payment at the rate of six per cent per annum (said sum of \$21,318.99 being the net amount expended by the said Railway Company exclusive of interest, maintenance, and the percentage charged for the use of tools, etc., and after deducting the expenditures made by the City of New York).

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

By.....Chairman.

Attest

.....Secretary.

(L. S.)

Staten Island Railway Company — Alterations of grade crossings at Seguine, Bayview and Manee avenues (Princes Bay), and Woodvale avenue (Pleasant Plains)

Case No. 1811,
Hearing Resolution

This proceeding was begun upon motion of the Commission on the question of alterations and changes in the grade crossings with the tracks of the Staten Island Railway Company at Seguine, Bayview and Manee avenues (Princes Bay), and Woodvale avenue (Pleasant Plains), in the Borough of Richmond. The Commission on March 24, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on April 14, 1914. Hearings were had on April 14, 1914, and on subsequent dates to July 23, 1914, when the hearing was closed.

Staten Island Rapid Transit Railway Company — Alteration of grade crossing at Pennsylvania avenue, Rosebank

Case No. 1756,
Final Order and Determination

This proceeding was begun upon motion of the Commission on the question of alterations and changes in the grade crossing with the tracks of the Staten Island Rapid Transit Railway Company at Pennsylvania avenue, Rosebank, in the Borough of Richmond, under the provisions of Section 95 of the Railroad Law. Hearings were had on November 25, 1913, and on subsequent dates to June 16, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of alterations and changes in the following grade crossing of the tracks of the STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY:

Crossing at Pennsylvania Avenue, Rosebank

Case No. 1756,

Final Order and Determination as to Elimination of Grade Crossings July 1, 1914

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of alterations and changes in the following grade crossings of the tracks of the STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY:

Crossings at Clifton Avenue and Maryland Avenue at Rosebank

Case No. 1797

Proceedings for the elimination of the above named grade crossings having been instituted by the Commission by the adoption on October 28, 1913, of an order for

hearing in Case No. 1756 as to Pennsylvania avenue and by the adoption on February 17, 1914, of an order for hearing as to Clifton avenue and Maryland avenue and notice of such hearings of more than ten days having been duly given to the City of New York and to the Staten Island Rapid Transit Railway Company by service upon each of them of copies of the orders for hearing, and more than fourteen days' notice of the hearing having been duly given to owners of the lands adjoining the crossings and adjoining the parts of the street to be changed in grade or location by publication of the notices of the said hearings in the New York Herald and the New York Press, two newspapers published in the locality affected by the application, and notices of the said hearings having been duly posted in conspicuous places one on each side of the railroad track upon or near each of the said streets for at least fourteen days prior to the hearing, and a hearing having been duly held before this Commission as to Pennsylvania avenue on November 25, 1913, and on December 9, 1913, and as to Pennsylvania avenue, Clifton avenue and Maryland avenue on March 3 and March 13, 1914, before Honorable J. Sergeant Cram, Commissioner; William P. Burr, Assistant Corporation Counsel, appearing for The City of New York; R. H. Nelson appearing for the Staten Island Rapid Transit Railway Company; Alderman John J. O'Rourke appearing for Mr. Wall and other residents of the section; Louis L. Tribus, acting Commissioner of Public Works, appearing for the President of the Borough of Richmond; Edward J. Rowe, Samuel H. Lake, Andrew Nash, Louis F. Bardea, James R. Tilson, Mrs. Catherine Miller, Miss K. V. Mitchell, James Dillon, John O'Halloran, Patrick Larkin, Felix Nigro, Mrs. John B. Swenson, Carlo Poragel, Ralph Dispango, owners of property in the vicinity, appearing in person; Robert McDowell appearing for the Estate of Peter Murphy; Miss K. V. Mitchell appearing for Catherine V. Mitchell; James Wall appearing for his sister, owner of No. 132 Pennsylvania avenue, Rosebank; Arthur Dubois, Assistant Counsel, attending for the Commission; and testimony having been taken and the presiding Commissioner having made personal examination of the tracks, streets and localities affected, and it appearing from the evidence submitted at the said hearings that public safety requires alterations in the existing crossings, the discontinuance of the crossings at Clifton avenue and at Maryland avenue and the diversion of travel thereon to Pennsylvania avenue, and a further hearing having been duly held before the Commission on April 28, 1914, and on certain adjourned dates to and including June 16, 1914, for the purpose of allowing the owners of lands adjoining such crossings and adjoining those parts of the streets to be changed in grade or location or the land to be opened for a new crossing, to be heard, and discussion having been had at such further hearing of the terms to be embodied in this final order and determination, it is

Ordered and determined, That the existing grade crossings of Pennsylvania avenue, Clifton avenue and Maryland avenue, Rosebank, Staten Island, with the tracks of the Staten Island Rapid Transit Railway Company shall be altered in the following manner:

(1) The grade of the northerly 44 feet of Pennsylvania avenue shall be raised not more than 19 feet above its present grade at the point of intersection with the railroad tracks, and the tracks of the railroad shall be depressed to such an extent as may be necessary to provide a clearance of 16½ feet from the top of rail to the lowest member of the bridge.

(2) Pennsylvania avenue between Vermont avenue on the west and the point of intersection with the railroad tracks shall be constructed on a fill 55 feet in width, inclusive of sidewalks, and between Anderson street on the east and the point of intersection with the tracks Pennsylvania avenue shall be constructed as to its northerly 44 feet upon a fill supported by masonry retaining walls with a roadway 30 feet in width and one sidewalk 12½ feet in width. The remaining southerly 26 feet of the street is to be retained as a low level street with a 20 foot roadway adjoining the masonry retaining walls and with a 6 foot sidewalk of cement construction adjoining the building lines of the improved lots situated to the south of the present lines of Pennsylvania avenue. The roadways on the Pennsylvania avenue approaches shall be constructed of bituminous macadam. A stairway shall be constructed providing access from the low level street to the bridge spanning the railroad tracks. The grade of Pennsylvania avenue approaching the crossing shall not exceed 5½ per cent. There shall be no grade crossing of the tracks of the railroad by the low level portion of the street or by the sidewalk adjoining the same. Suitable fences shall be constructed along the line of the right of way of the railway company preventing the crossing of the tracks at grade by vehicles or pedestrians.

(3) The highway bridge and the stairway shall be constructed of steel, concrete or masonry or of a combination of these materials.

(4) Clifton avenue and Maryland avenue shall be closed to traffic across the railroad tracks by the erection of suitable fences not less than 6 feet in height along the lines of the right of way of the railway company.

(5) Vermont avenue between Maryland avenue and Clifton avenue shall be graded for its full width to provide access from Clifton avenue and Maryland avenue to the new crossing at Pennsylvania avenue and shall be provided with a roadway of waterbound macadam 18 feet in width and with one cement sidewalk 4 feet in width.

(6) A new street 50 feet in width shall be constructed connecting Pennsylvania avenue and Maryland avenue at a point about 350 feet east of the railroad tracks. This street shall be constructed with a roadway of waterbound macadam 18 feet in width and with a sidewalk 4 feet in width. The details of construction of the bridge, approaches, embankment, retaining walls, street pavement and sidewalks shall be substantially as shown on the drawing entitled "Plan and Profiles

showing the Proposed Grade Crossing and Elimination of Pennsylvania Avenue, Rosebank, with Staten Island Rapid Transit Railway Case 1756 G. C. 1237," a copy of which was received in evidence marked Exhibit 1 of March 3, 1914, and shall be submitted to and be subject to the approval of the Public Service Commission for the First District.

(7) That the City of New York be and hereby is authorized to acquire in the manner provided by law any lands, rights or easements necessary or required for the purpose of carrying out the provisions of this order.

Further ordered and determined, That this improvement shall be carried out in the manner provided in Sections 91 to 97, inclusive, of the Railroad Law.

Further ordered and determined, That the estimated cost of the said work sixty-nine thousand five hundred dollars (\$69,500), exclusive of damages to real estate be and the same hereby is approved, and that the State's share of said cost, now estimated at seventeen thousand three hundred and seventy-five dollars (\$17,375), be and the same hereby is appropriated out of the funds available for that purpose.

Staten Island Rapid Transit Railway Company—Crossings at Clifton avenue and Maryland avenue, Rosebank

Case No. 1797,
Hearing Order
Final Order and Determination

This proceeding was begun on the motion of the Commission on the question of alterations and changes in the grade crossings with the tracks of the Staten Island Rapid Transit Railway Company at Clifton avenue and Maryland avenue, Rosebank, in the Borough of Richmond. The Commission on February 17, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on March 3, 1914. Hearings were had on March 3, 1914, and on subsequent dates to June 16, 1914.

Thereupon the Commission issued an order on July 1, 1914, which is set out in full on page 481 of this volume in connection with Case No. 1756.

FRANCHISE MATTERS NOT ARISING FROM SPECIFIC APPLICATIONS

East River Terminal Railroad and Brooklyn Eastern District Terminal—Investigation as to organization, operations, franchises, etc.

Case No. 1852,
Hearing Resolution

This proceeding was begun upon motion of the Commission concerning the organization, operations, duties and obligations of the East River Terminal Railroad and Brooklyn Eastern District Terminal, particularly with reference to their failure to report accidents and locomotive boiler inspections. The Commission on July 16, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on July 22, 1914. A hearing was had on July 22, 1914, and closed. Consideration of a decision in the matter came up before the Commission at meetings on November 6, 10, 17, 20, 24 and 30 and December 18 and 29, 1914.

Assurances were given by the attorney for the corporations that reports of accidents and locomotive boiler inspections would be made by those corporations in accordance with the orders of the Commission and that an application would be filed by the East River Terminal Railroad with a view of perfecting its rights to operate over certain tracks involved in the proceeding.

Yellow Taxicab Company and Mason-Seaman Transportation Company—Investigation as to consolidation into Mason-Seaman Transportation Company and as to issue of securities by consolidated company

Case No. 1854,
Hearing Resolution

This proceeding was begun upon motion of the Commission as to the alleged consolidation of the Yellow Taxicab Company and the Mason-Seaman Transportation Company into a new corporation, known as the Mason-Seaman Transportation Company, and particularly as to the failure of the companies to secure from the Commission an order authorizing the issue of any stocks, bonds, notes or other

Lines operated by The Brooklyn Heights Railroad Company:

Avenue C	Lorimer Street
Bushwick Avenue	Meeker Avenue
Calvary Cemetery	Montague Street
Court Street	Myrtle Avenue
Crosstown	Nassau Avenue
Cypress Hills	Nostrand Avenue
Flatbush Avenue	Nostrand-Culver
Flushing Avenue	Nostrand-Prospect Park
Flushing-Knickerbocker	Nostrand Avenue Shuttle
Furman Street	Putnam Avenue
Flushing-Ridgewood	Richmond Hill
Fulton Street	Sixteenth Avenue
Gates-Prospect Park	Third Avenue
Grand Street	Tompkins Avenue
Graham Avenue	Tompkins-Culver
Greenpoint	Union Avenue
Greene and Gates	Wyckoff Avenue Shuttle
Hamilton Avenue	39th Street Ferry-Fort Hamilton
Holy Cross Shuttle	65th Street-Bay Ridge Avenue
Hunters Point Shuttle	65th Street-Fort Hamilton

Lines operated by the Nassau Electric Railroad Company:

Bergen Street	Park Avenue
Church Avenue	Rail-h Avenue Shuttle
Fifth Avenue	Ralph-Rockaway Avenue
Fifteenth Street	Rogers Avenue
Flatbush-Seventh Avenue	Seventh Avenue
Hamburg Avenue	St. Johns Place
Hicks Street	Union Street
Hoyt and Sackett Streets	Vanderbilt Avenue
New Lots Avenue	39th Street Ferry-Coney Island
Ocean Avenue	65th Street-86th Street

Lines operated by the Brooklyn, Queens County and Suburban Railroad Company:

Broadway	Reid Avenue
Grand Street-Broadway Ferry Shuttle	Sumner Avenue
Jamaica Avenue	Utica Avenue
Metropolitan Avenue	Wyckoff Avenue
Metropolitan Avenue Shuttle	

Lines operated by the Coney Island and Brooklyn Railroad Company:

DeKalb Avenue	Hamilton Ferry
Franklin Avenue	Smith Street

Lines operated by the Coney Island and Gravesend Railway Company:

Sea Gate

SCHEDULE A**DEFINITIONS****FEEDER LINE:**

A Feeder Line is a line that gives its passengers cash fare rights on intersecting trunk lines, limited in some cases, so as to preclude a return trip to their originating point for a single fare

CONNECTING FEEDER LINE:

A Connecting Feeder Line is a trunk line that gives special transfer rights to enable passengers to use this line in making connections between certain other designated trunk lines which do not intersect

SPECIAL FEEDER PRIVILEGE:

Special Feeder Privileges are rights given on certain portions of trunk lines to passengers transferring to other designated trunk lines which will give passengers a retransfer

No. 1. Except as otherwise affected by "Feeder Lines", "Feeder Privileges" and "Special Privileges" (as herein defined), a transfer will be issued only upon payment of a cash fare, and no transfer will be issued on a transfer.

No. 2. Transfers will not be issued to passengers presenting Coney Island half rate commutation tickets issued by the Coney Island and Brooklyn Railroad Company.

No. 3. This schedule is not intended to change or modify the present ten (10c.) cent fare regulations of said companies with respect to transportation to or from Coney Island, North Beach or Flushing.

FEEDER LINES

Avenue "C"
Calvary Cemetery
Cypress Hills
Furman Street
Grand Street-Broadway Ferry Shuttle
Holy Cross Cemetery Shuttle
Hunter's Point Shuttle
Jamaica Avenue
Meeker Avenue
Montague Street
Nassau Avenue

New Lots Avenue
Nostrand Avenue Shuttle
Ralph Avenue Shuttle
Richmond Hill
Utica Avenue Shuttle
Wyckoff Avenue Shuttle
39th Street Ferry-Fort Hamilton
65th Street-Bay Ridge Avenue
65th Street-Fort Hamilton
65th Street-86th Street

FEEDER PRIVILEGES

Bergen Street Line:

Between City Line and Rockaway and Liberty Avenues to the Hamburg Avenue, Ralph-Rockaway Avenue Lines westbound and vice versa
Between Rockaway and Liberty Avenues and St. Johns Place and Buffalo Avenues, a connecting feeder between the Hamburg Avenue Line in both directions and St. Johns Place Line westbound and between the St. Johns Place Line eastbound and the Hamburg Avenue Line in both directions
Between Ralph Avenue and St. Johns Place and Buffalo Avenue and St. Johns Place a connecting feeder from the Ralph-Rockaway Line and the Ralph Avenue Shuttle in both directions to the St. Johns Place Line westbound and from the St. Johns Place Line eastbound to the Ralph-Rockaway Line and the Ralph Avenue Shuttle Line in both directions

Broadway Line:

Between Crescent Street and Alabama Avenue to the Fulton Street Line westbound and vice versa

Church Avenue Line:

From Rockaway Avenue to the 39th Street Ferry, to be a feeder to all northbound intersecting street surface lines and also to be a connecting feeder between all northbound and southbound intersecting street surface lines in the same general directions, except from southbound Brooklyn Heights Railroad lines to 39th Street Ferry-Coney Island Line and vice versa, and to retain the special privileges between all northbound and southbound street surface lines

Crosstown Line:

Westbound (toward Hunter's Point), between Coffey Street and Hamilton Avenue to the Hamilton Avenue, 15th Street and Hamilton Ferry Lines eastbound and vice versa
Eastbound (toward Erie Basin), between Depot and Greenpoint Avenue to the Calvary Cemetery Line in both directions and to the Graham Avenue, Lorimer Street, Tompkins-Culver and Union Avenue Lines toward Broadway and vice versa
Between Williamsburg Bridge Plaza and Borough Hall, a connecting feeder between Grand Street and Metropolitan Avenue Lines westbound to the Vanderbilt Avenue, Seventh Avenue, Flatbush-Seventh Avenue, Fifth Avenue, Third Avenue, Court Street and Union Street Lines eastbound and vice versa

Flatbush Avenue Line:

Westbound between Bergen Beach and Flatbush Avenue and Malbone Street to the Lorimer Street and Tompkins Avenue Lines westbound and vice versa

Fifth Avenue Line:

Between 39th Street and Fifth Avenue and Adams and Concord Streets, a connecting feeder between the 39th Street Ferry-Coney Island Line westbound to all intersecting Nassau Electric R. R. Company's Lines in both directions and from all Nassau Electric Railroad Company's lines to the 39th Street Ferry-Coney Island Line eastbound

Flushing-Ridgewood Line:

From Cedar Grove Cemetery to Maspeth Depot

Fulton Street Line:

A connecting feeder between Rockaway Avenue and Borough Hall, from the Hamburg Avenue, Ralph-Rockaway Avenue, Reid Avenue, Sumner Avenue, Tompkins Avenue, Tompkins-Culver, Ocean Avenue, Nostrand Avenue, Lorimer Street and Franklin Avenue Lines westbound to the Vanderbilt Avenue, Sixteenth Avenue, Greenpoint, Third Avenue, Seventh Avenue, Flatbush-Seventh Avenue, Fifth Avenue, Crosstown, Hicks Street, Court Street and Union Street Lines eastbound and from the westbound trips of the Union Street, Court Street, Hicks Street, Crosstown, Fifth Avenue, Flatbush-Seventh Avenue, Seventh Avenue, Third Avenue, Vanderbilt Avenue, Sixteenth Avenue and Greenpoint Lines to the Franklin Avenue, Lorimer Street, Nostrand Avenue, Ocean Avenue, Tompkins-Culver, Tompkins Avenue, Sumner Avenue, Reid Avenue, Ralph-Rockaway Avenue and Hamburg Avenue Lines eastbound
Between Crescent Street and Alabama Avenue to the Broadway Line westbound

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Grand Street Line:

Westbound between the eastbound second fare point and Williamsburg Bridge Plaza to the Crosstown, Graham Avenue and Lorimer Street Lines toward Broadway and vice versa
Between Flushing Astoria Road and Maspeth Depot

Graham Avenue Line:

Between Greenpoint and Manhattan Avenues and the Crosstown Depot

Hamburg Avenue Line:

Between Canarsie Shore and Rockaway and New Lots Avenue

Hamilton Avenue Line:

Eastbound trips between Hamilton Ferry and Richards Street to the Crosstown and Hicks Street Lines and vice versa

Hamilton Ferry Line:

Between Hamilton Ferry and Richards Street eastbound to the Crosstown and Hicks Street Lines westbound (toward Borough Hall) and vice versa

Hoyt and Sackett Street Line:

Eastbound between Hamilton Ferry and Hoyt and Bergen Streets to all intersecting lines, westbound, and vice versa

Metropolitan Avenue Line:

Westbound between St. Johns Cemetery and Williamsburg Bridge Plaza to the Graham Avenue, Lorimer Street and Crosstown Lines toward Broadway and vice versa

Nostrand Avenue Line:

Westbound between Flatbush Avenue and Malbone Street to the Lorimer Street and Tompkins Avenue Lines and vice versa

Ocean Avenue Line:

Between Sheepshead Bay and Flatbush Avenue to the Rogers Avenue Line and vice versa

Sixteenth Avenue Line:

Westbound between Borough Park and Ninth Avenue Depot to all intersecting lines and vice versa

*** SPECIAL PRIVILEGES**

Crosstown Line:

After leaving Grand Street on trips towards Hunter's Point passengers paying cash fares are entitled to special tickets good to the Greenpoint, Graham Avenue, Lorimer Street, Tompkins-Culver and Union Avenue Lines toward Broadway

Graham Avenue Line:

After leaving Grand Street on trips toward Greenpoint Ferry passengers paying cash fares are entitled to special tickets good to the Crosstown, Greenpoint, Lorimer Street, Tompkins-Culver, and Union Avenue Lines, toward Broadway

Greenpoint Line:

After leaving Grand street on trips toward Hunter's Point passengers paying cash fares are entitled to special tickets good to the Crosstown, Greenpoint, Lorimer Street, Tompkins-Culver and Union Avenue Lines toward Broadway

Lorimer Street Line:

After leaving Grand Street on trips toward Greenpoint Ferry passengers paying cash fares are entitled to special tickets good to the Crosstown, Greenpoint and Graham Avenue Lines toward Broadway

Tompkins-Culver Line:

After leaving Grand Street on trips toward Greenpoint Ferry passengers paying cash fares are entitled to special tickets good to the Crosstown, Greenpoint and Graham Avenue Lines toward Broadway

Union Avenue Line:

After leaving Grand street on trips toward Greenpoint Ferry passengers paying cash fares are entitled to special tickets good to the Crosstown, Greenpoint and Graham Avenue Lines toward Broadway

* Transfers are issued at all short car points including Borough Hall, Williamsburg Bridge Plaza and at Sands and Washington Streets.

*** AVENUE "C" LINE**

(Feeder Line)

Avenue "C" and Flatbush Avenue:

Eastbound to Flatbush Avenue Line in both directions

Avenue "C" and Coney Island Avenue:

Westbound to the Smith Street and Franklin Avenue Lines in both directions

BUSHWICK AVENUE LINE

Myrtle and Wyckoff Avenues:

Eastbound to the Richmond Hill Line, Cypress Hills Line and the Wyckoff Avenue Shuttle

Myrtle and Gates Avenues:

Eastbound to the Greene and Gates Avenue Line and the Gates-Prospect Park Line westbound

Myrtle and Hamburg Avenues:

Westbound to the Hamburg Avenue Line in both directions
Eastbound to Hamburg Avenue Line eastbound

Myrtle and Central Avenues:

Westbound to the Park Avenue Line in both directions
Eastbound to the Park Avenue Line eastbound

Myrtle and DeKalb Avenues:

Westbound to the DeKalb Avenue Line westbound
Eastbound to the DeKalb Avenue Line in both directions

Bushwick and Myrtle Avenues:

Eastbound to Myrtle Avenue Line westbound

Bushwick Avenue and Jefferson Street:

Westbound to the Park Avenue Line westbound
Eastbound to the Park Avenue Line in both directions

Bushwick and Flushing Avenues:

Both directions to the Flushing Avenue Line in both directions
Eastbound to the Flushing-Knickerbocker Line in both directions
Westbound to the Flushing-Knickerbocker Line westbound
Westbound to the Union Avenue Line westbound
Eastbound to the Union Avenue Line eastbound

Bushwick Avenue and McKibbin Street:

Westbound to the Wyckoff Avenue Line westbound
Eastbound to the Wyckoff Avenue Line eastbound

Bushwick and Johnson Avenues:

Westbound to the Hamburg Avenue Line westbound
Eastbound to the Hamburg Avenue Line eastbound

Meserole Street and Graham Avenue:

Both directions to the Graham Avenue Line in both directions

Meserole and Lorimer Streets:

Both directions to Lorimer Street Line and the Tompkins-Culver Line in both directions

Meserole Street and Union Avenue:

Westbound to the Union Avenue Line westbound
Eastbound to the Union Avenue Line in both directions

Bridge Plaza:

Westbound to the Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park, Tompkins Avenue, Franklin Avenue and Ocean Avenue Lines eastbound
Both directions to the Crosstown Line in both directions

Broadway and Kent Avenue (via shuttle car):

Westbound to Greenpoint Line in both directions
Metropolitan Avenue shuttle eastbound

* NOTE: This line gives feeder rights to every intersecting surface line.

BERGEN STREET LINE

(See feeder privileges)

East New York and Rockaway Avenues:

Both directions to Hamburg Avenue Line in both directions
Westbound to Ralph-Rockaway Avenue Line in both directions

St. Johns Place and Ralph Avenue:

Both directions to Ralph Avenue Shuttle eastbound
Eastbound to Ralph-Rockaway Avenue Line in both directions

St. Johns Place and Buffalo Avenue:

Westbound to the St. Johns Place Line westbound

Bergen Street and Utica Avenue:

Both directions to the Reid Avenue Line in both directions

Bergen Street and Troy Avenue:

Both directions to the Sumner Avenue Line westbound
Westbound to Hoyt and Sackett Street Line westbound with cash fare rights on this line

Bergen Street and Kingston Avenue:

Both directions to the Tompkins Avenue Line in both directions
Westbound to Tompkins-Culver Line in both directions

Bergen Street and Nostrand Avenue or Rogers Avenue:

Both directions to the Ocean Avenue Line in both directions

Bergen Street and Nostrand Avenue:

Both directions to the Lorimer Street, Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park and Gates-Prospect Park Lines in both directions

Bergen Street and Rogers Avenue:

Eastbound to Tompkins-Culver Line in both directions

Bergen Street and Franklin Avenue:

Both directions to the Franklin Avenue Line in both directions

Bergen Street and Washington Avenue:

Westbound to the St. Johns Place and the Rogers Avenue Lines westbound
Eastbound to the St. Johns Place and the Rogers Avenue Lines eastbound

Bergen Street and Vanderbilt Avenue:

Both directions to the Greenpoint Line in both directions; westbound to the Sixteenth Avenue and Vanderbilt Avenue Lines in both directions; eastbound to the Sixteenth Avenue and Vanderbilt Avenue Lines eastbound

Bergen Street and Flatbush Avenue:

Westbound to Flatbush Avenue, Flatbush-Seventh Avenue and Seventh Avenue Lines in both directions
Eastbound to the Seventh Avenue, Flatbush Avenue and Flatbush-Seventh Avenue Lines eastbound

Bergen Street and Fifth Avenue:

Westbound to Fifth Avenue Line in both directions
Eastbound to Fifth Avenue Line eastbound

Bergen Street and Third Avenue:

Westbound to Third Avenue Line in both directions
Eastbound to Third Avenue Line eastbound

Bergen and Hoyt Streets:

Eastbound to the Hoyt and Sackett Street Line westbound

Bergen and Smith Streets:

Westbound to Smith Street Line in both directions
Eastbound to Smith Street Line eastbound

Boerum Place and Atlantic Avenue:

To all South Ferry and Park Row cars including Hicks Street

Boerum Place and Livingston Street:

Eastbound to St. Johns Place, Flatbush Avenue and the Rogers Avenue Lines eastbound

Boerum Place and Fulton Street:

Westbound to Flatbush-Seventh Avenue, Rogers Avenue and St. Johns Place Lines westbound
Eastbound to Flatbush-Seventh Avenue, 16th Avenue and Third Avenue Lines eastbound
Westbound to Putnam Avenue, DeKalb Avenue and Gates Avenue Lines eastbound

Adams and Willoughby Streets:

Both directions to Crosstown Line in both directions

Adams Street and Myrtle Avenue:

Eastbound to Myrtle Avenue Line eastbound

Westbound to Myrtle Avenue Line in both directions

Concord and Adams Streets:

Westbound to Park Avenue Line eastbound

Adams and Sands Streets:Westbound to Flushing Avenue, Flushing-Knickerbocker and Graham Avenue
Lines eastbound**Sands and Washington Streets:**

Both directions to Montague Street Line toward Fulton Ferry

BROADWAY LINE

(See feeder privileges)

Jamaica Avenue and Crescent Street:

Eastbound to Jamaica Avenue Line eastbound

Jamaica and Alabama Avenues:

Westbound to Fulton Street Line westbound

Eastbound to Fulton Street Line in both directions

Broadway and Rockaway Avenue:

Westbound to Hamburg Avenue Line in both directions

Eastbound to Hamburg Avenue Line eastbound

Broadway and Halsey Street:

Both directions to Putnam Avenue Line in both directions

Broadway and Gates Avenue:Both directions to Green and Gates Avenue and Gates-Prospect Park Lines in
both directions**Broadway and Ralph Avenue:**

Westbound to Ralph-Rockaway Avenue Line eastbound

Broadway and DeKalb Avenue:

Both directions to DeKalb Avenue Line in both directions

Broadway and Reid Avenue:

Westbound to Reid Avenue Line eastbound

Broadway and Myrtle Avenue:

Both directions to Myrtle Avenue Line in both directions

Broadway and Park Avenue:

Both directions to Park Avenue Line in both directions

Broadway and Sumner Avenue:

Westbound to Sumner Avenue Line eastbound

Broadway and Flushing Avenue:Both directions to Flushing Avenue and Flushing-Knickerbocker Lines in both
directions

Westbound to Union Avenue Line in both directions

Eastbound to Union Avenue Line eastbound

Broadway and Graham Avenue:

Both directions to Graham Avenue Line in both directions

Broadway and Lorimer Street:

Both directions to Lorimer Street and Tompkins-Culver Lines in both directions

Broadway and McKibbin Street:

Westbound to Wyckoff Avenue Line eastbound

Broadway and Union Avenue:

Westbound to Union Avenue Line westbound

Eastbound to Union Avenue Line in both directions

Broadway and Marcy Avenue:

Westbound to Ocean Avenue Line eastbound

Bridge Plaza:

Both directions to Crosstown Line in both directions

Westbound to Franklin Avenue, Grand Street, Metropolitan Avenue, Nostrand
Avenue, Nostrand-Culver, Nostrand-Prospect Park and Tompkins Avenue
Lines eastbound**Broadway and Kent Avenue:**Westbound to Greenpoint line in both directions, and Metropolitan Avenue
Shuttle eastbound

CALVARY CEMETERY

(Feeder Line)

Greenpoint and Manhattan Avenues:

Westbound to Tompkins-Culver, Lorimer Street and Union Avenue Lines eastbound, with cash fare rights on these lines
Both directions to Crosstown and Graham Avenue Line in both directions, with cash fare rights on these lines

Greenpoint Avenue and Franklin Street:

Both directions to Greenpoint Line in both directions, with cash fare rights on this line

* CHURCH AVENUE LINE

(See list of feeder privileges)

Rockaway Avenue and New Lots Road:

Eastbound to the Hamburg Avenue Line in both directions; to the Ralph-Rockaway Avenue Line westbound and to the New Lots Avenue Line eastbound

New Lots Avenue and East 98th Street:

Both directions to the Ralph Avenue Shuttle

Church and Utica Avenues:

Westbound to the Reid Avenue Line in both directions
Both directions to the Utica Avenue Shuttle

Church and Nostrand Avenues:

Both directions to the Nostrand Avenue Line in both directions

Church and Rogers Avenues:

Both directions to the Ocean Avenue and Rogers Avenue Lines in both directions
Westbound to the Tompkins-Culver Line in both directions

Church and Flatbush Avenues:

Both directions to the Flatbush Avenue Line in both directions

Church and Coney Island Avenues:

Both directions to the Franklin Avenue and Smith Street Lines in both directions

Church and Gravesend Avenues:

Eastbound to the Reid Avenue, Nostrand-Culver and Tompkins-Culver Lines in both directions
Both directions to the Sixteenth Avenue Line in both directions

39th Street and Fifth Avenue:

Both directions to the Fifth Avenue Line in both directions
Westbound to the 39th Street Ferry-Coney Island Line eastbound

39th Street and Third Avenue:

Both directions to the Third Avenue and Hamilton Avenue Lines in both directions

39th Street and Second Avenue:

Westbound to the 39th Street Ferry-Fort Hamilton Line eastbound

COURT STREET LINE

Bush Street Depot:

* Eastbound to Hamilton Avenue Line in both directions
Eastbound to Fifteenth Street Line in both directions

Court and West Ninth Streets:

Both directions to Hamilton Ferry Line (Coney Island and Brooklyn Railroad) in both directions

Court and Union Streets:

Westbound to Union Street Line eastbound

† Court and Sackett Streets:

Both directions to Hoyt and Sackett Street Line in both directions

* This line is a feeder line to every intersecting surface line.

† Passengers transferring from Hamilton Avenue Line westbound and from eastbound cars of the Hoyt and Sackett Street Line have full cash fare rights on Court Street Line

Court Street and Atlantic Avenue:

Both directions to Fifth and Seventh Avenue Lines in both directions
Westbound to Crosstown Line in both directions
Westbound to the Hicks Street Line eastbound

Court and Livingston Streets:

Westbound to Flatbush Avenue, Putnam Avenue, Gates Avenue, Rogers Avenue and St. Johns Place Lines eastbound

Court and Joralemon Streets:

Westbound to Flatbush-Seventh and Sixteenth Avenue Lines eastbound
Eastbound to Crosstown Line in both directions

Borough Hall:

Westbound to Fulton Street, Putnam Avenue, Gates Avenue, Myrtle Avenue and DeKalb Avenue Lines eastbound

Fulton and Tillary Streets (or Borough Hall):

Both directions to the Montague Street Line in both directions

Sands and Washington Streets:

Westbound to Flushing Avenue, Flushing-Knickerbocker, Graham Avenue, Park Avenue and Vanderbilt Avenue Lines eastbound

CROSSTOWN LINE

(See feeder and special privileges)

Westbound — toward Hunter's Point
Eastbound — toward Erie Basin

Richards Street and Hamilton Avenue:

Both directions to the Fifteenth Street, Hamilton Ferry (Coney Island and Brooklyn Railroad) and Hamilton Avenue Lines in both directions

Columbia and Union Streets:

Both directions to the Union Street Line in both directions

Columbia and Sackett Streets:

Both directions to the Hoyt and Sackett Street Line in both directions

Columbia Street and Atlantic Avenue:

Both directions to the Furman Street Line westbound
Westbound to the Fifth Avenue and Seventh Avenue Lines eastbound

Atlantic Avenue and Court Street:

Westbound to the Court Street and Union Street Lines in both directions
Eastbound to the Fifth Avenue and Seventh Avenue Lines eastbound

Court and Livingston Streets:

Westbound to the Flatbush Avenue and Putnam Avenue Lines, in both directions and to Third Avenue, Gates Avenue, St. Johns Place and Rogers Avenue Lines eastbound

Adams and Willoughby Streets:

Both directions to the Bergen Street, Fifth Avenue, Fulton Street, Putnam Avenue, Gates Avenue, Flatbush-Seventh Avenue, Sixteenth Avenue, Seventh Avenue and DeKalb Avenue Lines in both directions

Willoughby and Jay Streets:

Both directions to the Smith Street Line in both directions

Raymond Street and Myrtle Avenue:

Westbound to the Myrtle Avenue Line eastbound

Navy Street and Myrtle Avenue:

Eastbound to Myrtle Avenue Line westbound

Park Avenue and Raymond Street:

Westbound to Park and Vanderbilt Avenue Lines in both directions

Park and Vanderbilt Avenues:

Eastbound to Vanderbilt Avenue Line in both directions

Park and Washington Avenues:

Westbound to Greenpoint Line in both directions
Eastbound to Greenpoint Line eastbound
Eastbound to Park Avenue Line in both directions

Washington and Flushing Avenues:

Westbound (toward Greenpoint) to Graham Avenue Line in both directions
Both directions to Flushing and Flushing-Knickerbocker Lines in both directions
Eastbound (toward Erie Basin) to Graham Avenue Line westbound

Washington and Kent Avenues:

Westbound to Greenpoint Line westbound

Kent Avenue and Broadway:

Eastbound (toward Erie Basin) to Greenpoint Line eastbound

Westbound to Nostrand Avenue Line eastbound

Westbound to Broadway Ferry Shuttle toward Grand Street

Westbound to Ocean Avenue Line eastbound

Bridge Plaza:

Both directions to the Broadway, Bushwick Avenue, Franklin Avenue, Hamburg Avenue, Grand Street, Metropolitan Avenue, Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park, Reid Avenue, Ralph-Rockaway Avenue, Sumner Avenue, Tompkins Avenue, Wyckoff Avenue and Ocean Avenue Lines eastbound

Both directions to all New York bound cars

Driggs Avenue and Grand Street:

Westbound to the Broadway Ferry Shuttle in both directions

Bedford Avenue and Grand Street:

Eastbound to the Broadway Ferry Shuttle in both directions

Bedford and Metropolitan Avenues:

Eastbound to the Metropolitan Avenue Shuttle in both directions

Driggs and Metropolitan Avenues:

Westbound to the Metropolitan Avenue Shuttle in both directions

Driggs and Union Avenues:

Westbound to the Union Avenue Line in both directions

Driggs Avenue and Lorimer Street:

Westbound to the Lorimer Street and Tompkins-Culver Lines in both directions

Driggs and Manhattan Avenues:

Westbound to the Graham Avenue Line toward Greenpoint Ferry

Manhattan and Nassau Avenues:

Both directions to the Nassau Avenue Line eastbound

Manhattan and Greenpoint Avenues:

Both directions to the Calvary Cemetery Line in both directions

Eastbound to the Graham Avenue, Lorimer Street, Tompkins-Culver and Union Avenue Lines in both directions

Crosstown Depot:

Westbound to Hunter's Point Shuttle

CYPRESS HILLS LINE

(Feeder Line)

Ridgewood Depot:

Westbound to Gates Avenue, Gates-Prospect Park, Myrtle Avenue, Bushwick Avenue, Union Avenue, Wyckoff Avenue, Flushing-Knickerbocker and Wyckoff Avenue Shuttle Lines with full cash fare rights on these lines except that the transfer to the Broadway and the Fulton Street Lines eastbound will be final

***Cypress and Myrtle Avenues:**

Westbound to Richmond Hill Line eastbound

Westbound to DeKalb Avenue Line westbound (same notation as above)

DEKALB AVENUE LINE

DeKalb and Metropolitan Avenues:

Eastbound to Metropolitan Avenue Line in both directions. (When operated)

Seneca (Covert) and Elm Avenues:

Eastbound to Richmond Hill and Cypress Hills Lines eastbound

DeKalb and Covert Avenues:

From Metropolitan Avenue car in both directions to the Ridgewood car eastbound and from Ridgewood car in both directions to Metropolitan Avenue car eastbound

DeKalb and Wyckoff Avenues:

Westbound to Wyckoff Avenue Line westbound

Eastbound to Wyckoff Avenue Line in both directions

* **NOTE:** To give passengers transferring from the westbound Jamaica Avenue cars additional transfers good to the Cypress Hills Line toward Fresh Pond road. At present this privilege is granted on eastbound trips.

DeKalb and Knickerbocker Avenues:

Westbound to Flushing-Knickerbocker and Union Avenue Lines westbound
Eastbound to Flushing-Knickerbocker Line eastbound and Union Avenue Line
in both directions

DeKalb and Hamburg Avenues:

Both directions to Hamburg Avenue Line in both directions

DeKalb and Central Avenues:

Westbound to Park Avenue Line in both directions
Eastbound to Myrtle Avenue and Park Avenue Lines eastbound
Westbound to Bushwick Avenue and Myrtle Avenue Lines westbound
Eastbound to Bushwick Avenue Line in both directions

DeKalb Avenue and Broadway:

Both directions to Broadway and Ralph-Rockaway Avenue Lines in both
directions

DeKalb and Reid Avenues:

Both directions to Reid Avenue Line in both directions

DeKalb and Sumner Avenues:

Both directions to the Sumner Avenue Line in both directions

DeKalb and Tompkins Avenues:

Both directions to the Tompkins Avenue and Tompkins-Culver Lines in both
directions

DeKalb and Marcy Avenues:

Both directions to the Ocean Avenue Line in both directions

DeKalb and Nostrand Avenues:

Both directions to Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park
and Lorimer Street Lines in both directions

DeKalb and Franklin Avenues:

Both directions to Franklin Avenue Line in both directions

DeKalb and Vanderbilt Avenues:

Westbound to Vanderbilt Avenue Line in both directions
Eastbound to Vanderbilt Avenue Line eastbound
Both directions to Greenpoint Line in both directions

DeKalb Avenue and Fulton Street:

Westbound to the Flatbush Avenue, Third Avenue, Sixteenth Avenue, St. Johns
Place, Rogers Avenue, Flatbush-Seventh Avenue, Fulton Street and Putnam
Avenue Lines eastbound

Fulton and Smith Streets:

Westbound to the Smith Street line in both directions
Eastbound to the Smith Street Line eastbound

Fulton Street and Boerum Place:

Westbound to Fifth Avenue Line in both directions and to the Seventh Avenue
and Bergen Street Lines eastbound
Both directions to Crosstown Line in both directions
Eastbound to Fifth Avenue Line eastbound

Borough Hall:

Westbound to Court Street, Union Street and Hicks Street Lines eastbound
Both directions to Montague Street Line in both directions

Sands and Washington Streets:

Westbound to Flushing Avenue and Graham Avenue Lines eastbound

FIFTH AVENUE LINE

(See feeder privileges)

Fifth Avenue and 86th Street:

Both directions to the 65th Street-86th Street Line eastbound
Westbound to the 39th Street Ferry-Coney Island Line and the 65th Street-
86th Street Line in both directions

Fifth Avenue and Bay Ridge Avenue:

Westbound to 65th Street-Bay Ridge Avenue in both directions
Eastbound to 65th Street-Bay Ridge Avenue eastbound

Fifth Avenue and 39th Street:

Both directions to Church Avenue Line in both directions
Eastbound to 39th Street Ferry-Coney Island Line in both directions

Fifth Avenue and Fifteenth Street:

Both directions to the Fifteenth Street Line in both directions

Fifth Avenue and Ninth Street:

Westbound to the Smith Street Line in both directions
Eastbound to the Smith Street Line eastbound

Fifth Avenue and Union Street:

Westbound to the Union Street Line in both directions
Eastbound to the Union Street Line eastbound

Fifth Avenue and Bergen Street:

Both directions to Hoyt and Sackett Street Line in both directions
Westbound to the Bergen Street Line in both directions
Eastbound to the Bergen Street Line eastbound

Fifth Avenue and Flatbush Avenue:

Westbound to Flatbush-Seventh Avenue Line westbound
Westbound to the Flatbush Avenue Line in both directions

Fifth Avenue and Atlantic Avenue:

Westbound to the St. Johns Place, the Rogers Avenue and 16th Avenue Lines in both directions

Atlantic and Flatbush Avenues:

Eastbound to the Flatbush-Seventh Avenue, the Flatbush Avenue, the St. Johns Place, Rogers Avenue and 16th Avenue Lines eastbound

Atlantic and Third Avenues:

Eastbound to the Third Avenue Line eastbound
Westbound to the Third Avenue Line westbound

Atlantic Avenue and Smith Street:

Westbound to the Smith Street Line westbound
Eastbound to the Smith Street Line eastbound

Atlantic Avenue and Boerum Place:

Both directions to Hicks Street Line eastbound

Boerum Place and Livingston Street:

Eastbound to St. Johns Place, Rogers Avenue and Flatbush Avenue Lines eastbound

Boerum Place and Fulton Street:

Eastbound to the Flatbush-Seventh Avenue and Sixteenth Avenue Lines eastbound
Both directions to the Fulton Street, Greene and Gates Avenue, Putnam Avenue and DeKalb Avenue Lines eastbound

Adams and Willoughby Streets:

Both directions to the Crosstown Line in both directions

Adams Street and Myrtle Avenue:

Westbound to the Myrtle Avenue Line in both directions
Eastbound to the Myrtle Avenue Line eastbound

Adams and Concord Streets:

Both directions to the Park and Vanderbilt Avenue Lines in both directions

Adams and Sands Streets:

Both directions to Flushing Avenue, Flushing-Knickerbocker and Graham Avenue Lines eastbound

Atlantic Avenue and Court Street (South Ferry Branch):

Westbound to the Union Street Line westbound and to the Hicks Street Line eastbound
Eastbound to the Union Street Line eastbound
Both directions to the Court Street Line in both directions

Atlantic Avenue and Furman Street:

Westbound to the Furman Street Line westbound

Sands and Washington Streets:

Transfers to all cars to and from Manhattan.

FIFTEENTH STREET LINE

Ninth Avenue and Fifteenth Street:

Eastbound to Vanderbilt Avenue and Union Street Lines westbound
Eastbound to Greenpoint and Sixteenth Avenue Lines westbound
Westbound to Smith Street Line westbound
Eastbound to Smith Street Line eastbound

Fifteenth Street and Seventh Avenue:

Westbound to Flatbush-Seventh and Seventh Avenue Lines westbound
Eastbound to Flatbush-Seventh and Seventh Avenue Lines in both directions

Fifteenth Street and Fifth Avenue:

Both directions to the Fifth Avenue Line in both directions

Fifteenth Street and Third Avenue:

Both directions to the Third Avenue Line in both directions

Fifteenth Street and Hamilton Avenue:

Westbound to the Hamilton Avenue Line eastbound

Hamilton Avenue and Court Street:

Both directions to the Court Street Line westbound

Hamilton Avenue and West Ninth Street:Westbound to Hamilton Ferry Line (Coney Island and Brooklyn Railroad)
eastbound, final**Hamilton Avenue and Hicks Street-Richards Street:**

Both directions to Hicks Street and Crosstown lines in both directions

Hamilton Avenue and Sackett Street:

Westbound to Hoyt and Sackett Street Line eastbound

FLATBUSH AVENUE LINE

(See feeder privileges)

Utica Avenue and Avenue "M":Both directions to the Utica Avenue Shuttle westbound, giving further feeder
privileges in same general directions**Nostrand and Flatbush Avenues:**Westbound to the Nostrand Avenue Line westbound with full cash fare rights
on this line

Eastbound to the Nostrand Avenue Line westbound

Both directions to the Nostrand Avenue Shuttle eastbound

Flatbush and Rogers Avenues (Avenue "F"):

Both directions to the Ocean Avenue Line in both directions

Westbound to the Rogers Avenue Line westbound

Flatbush Avenue and Avenue "C" (Cortelyou Road) or Vernon Avenue:Both directions to the Avenue "C" Line eastbound (toward Coney Island
Avenue)**Flatbush and Church Avenues:**

Both directions to the Church Avenue and Reid Avenue Lines in both directions

Both directions to the Tompkins-Culver Line in both directions

Westbound to the Nostrand-Culver Line in both directions

Flatbush Avenue and Malbone Street:Both directions to Franklin Avenue Line in both directions, to Gates-Prospect
Park Line eastbound and to Lorimer Street and Tompkins Avenue Lines
westbound

Eastbound to the Nostrand-Culver Line in both directions

Prospect Park Plaza:

Westbound to the Union Street Line in both directions

Flatbush and Vanderbilt Avenues:

Both directions to the Greenpoint Line in both directions

Westbound to the Sixteenth Avenue and Vanderbilt Avenue Lines in both
directions

Eastbound to the Sixteenth Avenue and Vanderbilt Avenue Lines eastbound

Flatbush and Seventh Avenues:

Westbound to the Seventh Avenue Line in both directions

Westbound to the Flatbush-Seventh Avenue Line eastbound

Eastbound to the Flatbush-Seventh Avenue and the Seventh Avenue Lines
eastbound**Flatbush Avenue and Bergen Street:**Westbound to the Bergen Street and Hoyt and Sackett Street Lines in both
directionsEastbound to the Hoyt and Sackett Street Line in both directions and to the
Bergen Street Line eastbound**Flatbush and Fifth Avenues:**

Westbound to the Fifth Avenue Line in both directions

Eastbound to the Fifth Avenue Line eastbound

Flatbush and Atlantic Avenues:

Westbound to the St. Johns Place Line eastbound

Flatbush and Third Avenues:

Westbound to the Third Avenue Line eastbound

Flatbush and Lafayette Avenues (Fulton Street):

Westbound to the Fulton Street, Putnam Avenue and Gates Avenue Lines eastbound

Fulton Street (Livingston Street) and DeKalb Avenue:

Westbound to the DeKalb Avenue Line eastbound

Fulton Street (Livingston Street) and Smith Street:

Westbound to the Smith Street Line in both directions

Eastbound to the Smith Street Line eastbound

Livingston and Court Streets (Borough Hall):

Both directions to the Crosstown Line in both directions and westbound to the Court Street and Hicks Street Lines eastbound

Borough Hall:

Westbound to the Myrtle Avenue Line eastbound

Borough Hall-Tillary Street:

Both directions to the Montague Street Line in both directions

Sands and Washington Streets:

Westbound to the Flushing Avenue, Flushing-Knickerbocker, Park Avenue and Graham Avenue Lines eastbound

FLATBUSH-SEVENTH AVENUE LINE

Ninth Avenue and 20th Street:

Eastbound, feeder privileges to the Sixteenth Avenue Line toward Borough Park

Seventh Avenue and Fifteenth Street:

Westbound to the Fifteenth Street Line westbound

Eastbound to the Fifteenth Street Line in both directions

Seventh Avenue and Ninth Street:

Westbound to the Smith Street Line westbound

Eastbound to the Smith Street Line eastbound

Seventh Avenue and Union Street:

Westbound to the Union Street Line westbound

Eastbound to the Union Street Line eastbound

Seventh and Flatbush Avenues:

Westbound to the Flatbush Avenue Line eastbound

Flatbush Avenue and Bergen Street:

Westbound to the Bergen Street and Hoyt and Sackett Street Lines in both directions

Eastbound to the Hoyt and Sackett Street Line in both directions and to the Bergen Street Line eastbound

Flatbush and Fifth Avenues:

Westbound to the Fifth Avenue Line westbound

Eastbound to the Fifth Avenue Line eastbound

Flatbush and Atlantic Avenues:

Westbound to the St. Johns Place Line and the Rogers Avenue Line eastbound

Flatbush and Third Avenues:

Westbound to the Third Avenue Line eastbound

Flatbush Avenue and Fulton Street-Lafayette Avenue:

Westbound to the Fulton Street, Putnam Avenue and Gates Avenue Lines eastbound

Fulton Street and DeKalb Avenue:

Westbound to the DeKalb Avenue Line eastbound

Fulton and Smith Streets:

Westbound to the Smith Street Line westbound

Eastbound to the Smith Street Line eastbound

Fulton Street and Boerum Place:

Westbound to the Bergen Street, Seventh Avenue and Fifth Avenue Lines westbound

Both directions to the Crosstown Line in both directions

Borough Hall:

Westbound to the Hicks Street, Court Street and Myrtle Avenue Lines eastbound

Westbound to the Montague Street Line in both directions

Westbound to the Flushing Avenue, Flushing-Knickerbocker, Graham Avenue, Park Avenue Lines via the Montague Street Line to Sands Street

FLUSHING AVENUE LINE

Maspeth Depot:

Feeder privileges with the Flushing-Ridgewood and Grand Street Lines eastbound

Flushing Avenue and Grand Street:

Eastbound to the Grand Street Line westbound

Flushing Avenue and Freshpond Road:

Eastbound to the Flushing-Ridgewood Line westbound

Flushing and Metropolitan Avenues:

Both directions to the Metropolitan Avenue Line in both directions

Flushing and Wyckoff Avenues:

Westbound to the Wyckoff Avenue Line westbound

Flushing and Knickerbocker Avenues:

Westbound to the Union Avenue Line westbound

Flushing and Hamburg Avenues:

Both directions to the Hamburg Avenue Line in both directions

Flushing and Morgan Avenues:

Eastbound to the Wyckoff Avenue Line in both directions

Flushing and Bushwick Avenues:

Both directions to the Bushwick Avenue Line westbound

Eastbound to the Bushwick Avenue Line eastbound

Flushing Avenue and Broadway:

Both directions to the Broadway, Ralph-Rockaway Avenue, Reid Avenue, and Sumner Avenue Lines in both directions

Flushing and Graham Avenues:

Westbound to the Graham Avenue Line eastbound (toward Greenpoint)

Flushing and Throop Avenues:

Eastbound to the Union Avenue Line in both directions

Flushing and Tompkins Avenues:

Both directions to Tompkins Avenue and Tompkins-Culver Lines in both directions

Flushing and Marcy Avenues:

Both directions to the Ocean Avenue Line in both directions

Flushing and Nostrand Avenues:

Both directions to the Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park and Lorimer Street Lines in both directions

Flushing and Franklin Avenues:

Both directions to the Franklin Avenue Line in both directions

Flushing and Classon-Washington Avenues:

Both directions to the Crosstown and Greenpoint Lines in both directions

Sands and Adams Streets:

Westbound to the Seventh Avenue and Bergen Street Lines eastbound

Sands and Washington Streets:

* Westbound to the Fulton Street, Putnam Avenue, Gates Avenue, Flatbush Avenue, Court Street, Union Street Lines eastbound at High Street Station (on structure) or at Borough Hall, via the Montague Street Line

Westbound to the Flatbush-Seventh Avenue, Hicks Street, Rogers Avenue, St. Johns Place, Sixteenth Avenue and Third Avenue Lines via the Montague Street Line at Borough Hall

Westbound to Montague Street Line in both directions

Westbound to Smith Street, Fifth Avenue, DeKalb Avenue and Vanderbilt Avenue Lines eastbound

FLUSHING-KNICKERBOCKER LINE

Myrtle and Wyckoff Avenues:

Eastbound to Cypress Hills, Richmond Hill and Wyckoff Avenue Shuttle Lines

Knickerbocker and DeKalb Avenues:

Westbound to DeKalb Avenue Line westbound

Eastbound to DeKalb Avenue Line eastbound

Flushing and Knickerbocker Avenues:

Westbound to the Flushing Avenue Line eastbound

Flushing and Hamburg Avenues:

Westbound to the Hamburg Avenue Line westbound

Eastbound to the Hamburg Avenue Line in both directions

Flushing and Morgan Avenues:

Eastbound to the Wyckoff Avenue Line in both directions

Flushing and Bushwick Avenues:

Westbound to the Bushwick Avenue Line westbound

Eastbound to the Bushwick Avenue Line in both directions

Flushing Avenue, Graham Avenue and Broadway:

Westbound to the Graham Avenue Line eastbound

Both directions to the Broadway, Ralph-Rockaway Avenue, Reid Avenue, Sumner Avenue Lines in both directions

Flushing and Throop Avenues:

Eastbound to Union Avenue Line westbound (towards Greenpoint)

Flushing and Tompkins Avenues:

Both directions to Tompkins Avenue and Tompkins-Culver Lines in both directions

Flushing and Marcy Avenues:

Both directions to the Ocean Avenue Line in both directions

Flushing and Nostrand Avenues:

Both directions to the Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park and Lorimer Street Lines in both directions

Flushing and Franklin Avenues:

Both directions to the Franklin Avenue Line in both directions

Flushing and Classon-Washington Avenues:

Both directions to the Crosstown and Greenpoint Lines in both directions

Sands and Adams Streets:

Westbound to the Seventh Avenue and Bergen Street Lines eastbound

Sands and Washington Streets:

Westbound to Court Street, Flatbush Avenue, Putnam Avenue, Union Street and Fulton Street Lines eastbound at High Street (on structure) or at Borough Hall via Montague Street Line

Westbound to Montague Street Line in both directions

Westbound to the Flatbush-Seventh Avenue, Hicks Street, Rogers Avenue, St. Johns Place, Sixteenth Avenue, and Third Avenue Lines via the Montague Street Line at Borough Hall

Westbound to Smith Street, Fifth Avenue, and Vanderbilt Avenue Lines eastbound

FLUSHING-RIDGEWOOD LINE

(See feeder privileges)

Union and Junction Avenues:

Westbound to North Beach Line eastbound

Special Tickets to passengers boarding cars east of Cedar Grove Cemetery, which are good to Flushing-Astoria Road; passengers boarding car west of Cedar Grove Cemetery receive transfer good to North Beach

Maspeth Depot:

Feeder privileges to Flushing Avenue and Grand Street Lines

Grand Street and Flushing Avenue:

Eastbound to Grand Street Line westbound

Fresh Pond Road and Flushing Avenue:

Eastbound to Flushing Avenue Line westbound

Fresh Pond Road and Metropolitan Avenue:

Both directions to Metropolitan Avenue Line in both directions

*** FRANKLIN AVENUE LINE**

Neptune Avenue-West Fifth Street-Coney Island Avenue:

Westbound to Sea Gate Line eastbound

Eastbound to Sea Gate Line in both directions

Coney Island Avenue and Avenue "C":

Both directions to Avenue "C" Line eastbound

Coney Island and Church Avenues:

Both directions to the Church Avenue Line in both directions

Westbound to the Reid Avenue, Tompkins-Culver and Nostrand-Culver Lines westbound

Eastbound to Reid Avenue, Tompkins-Culver and Nostrand-Culver Lines eastbound

* NOTE: Passengers transferring to this line at Park Circle from northbound Smith Street Line will have full cash fare rights on this line

Park Circle:

Eastbound to Smith Street Line westbound
Eastbound to Smith Street Line eastbound

Flatbush Avenue and Malbone Street:

Both directions to the Flatbush Avenue Line in both directions
Westbound to Lorimer Street and Tompkins Avenue Lines westbound

Franklin Avenue and Sterling Place:

Both directions to St. Johns Place and Rogers Avenue Lines in both directions

Franklin Avenue and Bergen Street:

Both directions to the Bergen Street and Hoyt and Sackett Street Lines in both directions

Franklin Avenue and Fulton Street:

Both directions to the Fulton Street Line in both directions

Franklin and Putnam Avenues:

Both directions to the Putnam Avenue Line in both directions

Franklin and Gates-Greene Avenues:

Both directions to the Greene and Gates Avenue Line in both directions

Franklin and DeKalb Avenues:

Both directions to the DeKalb Avenue Line in both directions

Franklin and Myrtle Avenues:

Both directions to the Myrtle Avenue Line in both directions

Franklin and Park Avenues:

Both directions to the Park Avenue Line in both directions

Franklin and Flushing Avenues:

Both directions to the Flushing Avenue, Flushing-Knickerbocker, and Graham Avenue Lines in both directions

Bridge Plaza:

Both directions to the Crosstown Line in both directions
Westbound to Grand Street, Metropolitan Avenue, Bushwick Avenue, Hamburg Avenue, Broadway, Ralph-Rockaway Avenue, Sumner Avenue and Wyckoff Avenue Lines eastbound and to Greenpoint Line in both directions, and the Metropolitan Avenue Shuttle at Broadway Ferry via Broadway Ferry Shuttle at Bridge Plaza

FULTON STREET LINE

(See feeder privileges)

Crescent Street and Jamaica Avenue:

Eastbound to Jamaica Avenue Line eastbound

Fulton Street and Alabama Avenue:

Westbound to the Broadway Line westbound
Eastbound to the Broadway Line in both directions

Fulton Street and Rockaway Avenue:

Both directions to the Hamburg Avenue Line in both directions

Fulton Street and Ralph Avenue:

Both directions to the Ralph-Rockaway Avenue Line in both directions

Fulton Street and Reid-Utica Avenues:

Both directions to the Reid Avenue Line in both directions

Fulton Street and Troy-Sumner Avenues:

Both directions to the Sumner Avenue Line in both directions

Fulton Street and Kingston Avenue-Tompkins Avenue:

Both directions to the Tompkins Avenue and Tompkins-Culver Lines in both directions

Fulton Street and Marcy Avenue-Nostrand Avenue:

Both directions to the Ocean Avenue Line in both directions

Fulton Street and Nostrand Avenue:

Both directions to the Lorimer Street, Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park and Gates-Prospect Park Lines in both directions

Fulton Street and Franklin Avenue:

Both directions to the Franklin Avenue Line in both directions

Fulton Street and Vanderbilt Avenue:

Westbound to the Vanderbilt Avenue Line in both directions
Eastbound to the Vanderbilt Avenue Line eastbound
Both directions to the Greenpoint Line in both directions

Fulton Street and Greene Avenue:

Westbound to Greene and Gates Avenue Line eastbound

Fulton Street and Flatbush Avenue:

Westbound to the Flatbush Avenue, Flatbush-Seventh Avenue, Third Avenue, and Sixteenth Avenue Lines eastbound

Fulton Street and DeKalb Avenue:

Westbound to the DeKalb Avenue Line eastbound

Fulton and Smith Streets:

Westbound to the Smith Street Line in both directions
Eastbound to the Smith Street Line eastbound

Fulton Street and Boerum Place:

Westbound to the Fifth and Seventh Avenue Lines in both directions, and to the Bergen Street Line westbound
Eastbound to the Fifth Avenue Line eastbound

Fulton and Willoughby Streets:

Both directions to the Crosstown Line in both directions

Borough Hall:

Westbound to the Court Street, Hicks Street, Myrtle Avenue and Union Street Lines eastbound and to the Montague Street Line in both directions

Sands and Fulton Streets:

Eastbound to Montague Street Line in both directions

Sands and Washington Streets:

Westbound to Flushing Avenue, Graham Avenue, Flushing-Knickerbocker and Park Avenue Lines eastbound

FURMAN STREET LINE

Furman Street and Atlantic Avenue:

Eastbound to the Fifth and Seventh Avenue Lines eastbound, and to the Crosstown Line in both directions. With full cash fare rights, on these lines

Furman and Montague Streets:

Both directions to the Montague Street Line eastbound with full cash fare rights

Furman and Fulton Streets:

Eastbound to the Montague Street Line towards Borough Hall with full cash fare rights

GATES-PROSPECT PARK LINE

Wyckoff and Myrtle Avenues:

Eastbound to Cypress Hills Line, Richmond Hill Line and Wyckoff Avenue Shuttle, and to the Wyckoff Avenue Line westbound

Gates and Myrtle Avenues:

Eastbound to the Bushwick Avenue, Myrtle Avenue and Union Avenue Lines westbound

Gates and Hamburg Avenues:

Both directions to the Hamburg Avenue Line in both directions

Gates and Central Avenues:

Both directions to the Park Avenue Line in both directions

Gates Avenue and Broadway:

Both directions to Broadway Line in both directions

Gates and Ralph Avenues:

Both directions to the Ralph-Rockaway Avenue Line in both directions

Gates and Reid Avenues:

Both directions to the Reid Avenue Line in both directions

Gates and Sumner Avenues:

Both directions to the Sumner Avenue Line in both directions

Gates and Tompkins Avenues:

Westbound to Tompkins Avenue and Tompkins-Culver Lines in both directions
Eastbound to Tompkins Avenue and Tompkins-Culver Lines westbound

Gates and Marcy Avenues:

Westbound to the Ocean Avenue Line in both directions
Eastbound to the Ocean Avenue Line westbound

Gates and Nostrand Avenues:

Westbound to the Nostrand Avenue, Nostrand-Culver Lines in both directions,
and to the Lorimer Street and Nostrand-Prospect Park Lines westbound

Nostrand and Putnam Avenues-Halsey Street:

Westbound to the Putnam Avenue Line westbound
Eastbound to the Putnam Avenue Line in both directions

Nostrand Avenue and Fulton Street:

Both directions to Fulton Street Line in both directions

Nostrand Avenue and Bergen Street:

Both directions to the Bergen Street and Hoyt and Sackett Street Lines in both directions

Nostrand Avenue and St. Johns Place:

Both directions to the St. Johns Place Line in both directions

Nostrand Avenue and Malbone Street:

Eastbound to the Nostrand Avenue Line in both directions

Malbone Street and Rogers Avenue:

Westbound to the Tompkins-Culver and the Ocean Avenue Line eastbound
Eastbound to the Tompkins-Culver and Ocean Avenue Lines in both directions
Both directions to the Rogers Avenue Line in both directions

Malbone Street and Flatbush Avenue:

Westbound to the Flatbush Avenue Line in both directions

GRAND STREET LINE

(See feeder privileges)

Junction and Union Avenues:

Westbound to the Flushing-Ridgewood Line eastbound
Special Tickets good from North Beach to Cedar Grove Cemetery, and from
Flushing-Astoria Road to Flushing

Maspeth Depot:

Feeder privileges exchanged between the Flushing Avenue and Flushing-Ridgewood Lines

Flushing Avenue and Grand Street:

Eastbound to Flushing and Flushing-Ridgewood Lines westbound

Metropolitan Avenue and Grand Street:

Westbound to the Metropolitan Avenue Line eastbound and to the Metropolitan Avenue Shuttle westbound

Grand Street and Graham Avenue:

Both directions to the Graham Avenue Line in both directions

Grand Street and Lorimer Street:

Both directions to the Lorimer Street and Tompkins-Culver Lines in both directions

Grand Street and Union Avenue:

Both directions to the Union Avenue Line in both directions

Williamsburg Bridge Plaza:

Both directions to the Crosstown Line in both directions
Westbound to the Broadway, Franklin Avenue, Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park, Ocean Avenue, Ralph-Rockaway Avenue, Reid Avenue, Sumner Avenue, Hamburg Avenue and Tompkins Avenue Lines eastbound

Broadway Ferry:

Westbound to the Greenpoint Line in both directions, via Broadway Ferry Shuttle at Bridge Plaza

• GRAND STREET-BROADWAY FERRY SHUTTLE

(Feeder Line)

Westbound—toward Grand Street and Marcy Avenue

Eastbound—toward Havemeyer Street and Broadway

Bridge Plaza:

Eastbound to the Broadway, Bushwick Avenue, Franklin Avenue, Grand Street, Hamburg Avenue, Metropolitan Avenue, Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park, Ralph-Rockaway Avenue, Reid Avenue, Sumner Avenue, Tompkins Avenue and Wyckoff Avenue Lines

Broadway Ferry:

Westbound to the Greenpoint Line in both directions and Metropolitan Avenue Shuttle eastbound

Eastbound to the Crosstown Line in both directions and Ocean Avenue Line eastbound

†**Kent Avenue and Grand Street:**

Eastbound to the Greenpoint Line in both directions and to Metropolitan Avenue Shuttle eastbound

Grand Street and Bedford Avenue:

Both directions to the Crosstown Line eastbound

Grand Street and Driggs Avenue:

Both directions to the Crosstown Line westbound

†**Grand Street and Marcy Avenue:**

Westbound to the Grand Street and Metropolitan Avenue Lines eastbound

Bridge Plaza:

Connecting feeder between all Williamsburg Bridge Lines (except Grand Street and Metropolitan Avenue Lines) and the Greenpoint Line and Metropolitan Avenue Shuttle at Kent Avenue and Broadway

GRAHAM AVENUE LINE

(See feeder and special privileges)

Westbound—toward Park Row

Eastbound—toward Greenpoint and Manhattan Avenues

†**Greenpoint Avenue and Franklin Street:**

Westbound to the Greenpoint Line in both directions

Eastbound to the Greenpoint Line westbound (toward Hunter's Point)

Greenpoint and Manhattan Avenues:

Westbound to the Crosstown Line in both directions

Eastbound to the Crosstown line toward Hunter's Point

†**Manhattan and Nassau Avenues:**

Both directions to the Nassau Avenue Line eastbound

†**Graham and Meeker Avenues:**

Both directions to the Meeker Avenue Line eastbound

Graham and Metropolitan Avenues:

Both directions to the Metropolitan Avenue Shuttle in both directions

Graham Avenue and Grand Street:

Both directions to the Grand Street and Metropolitan Avenue Lines in both directions

Graham Avenue and Meserole Street:

Both directions to the Bushwick Avenue Line in both directions

Graham Avenue and Johnson Avenue:

Both directions to the Hamburg Avenue Line in both directions

Graham Avenue and McKibbin Street:

Both directions to the Wyckoff Avenue Line in both directions

* NOTE: This line is a feeder as well as a connecting feeder, as noted above, and gives cash fare rights on all intersecting lines

† Connecting feeder between Metropolitan Avenue lines at Grand Street and Marcy Avenue and the Greenpoint line at Grand Street and Kent Avenue

‡ NOTE:—Holders of transfers from the Crosstown Line, north of Greenpoint Avenue, and from the Nassau Avenue and Meeker Avenue Lines have full cash fare rights on this line

Graham Avenue and Broadway:

Both directions to the Broadway, Ralph-Rockaway Avenue, Reid Avenue, and Sumner Avenue Lines in both directions, westbound to Flushing Avenue, Flushing-Knickerbocker and Union Avenue Lines eastbound

Flushing and Throop Avenues:

Eastbound to the Union Avenue line in both directions

Flushing and Tompkins Avenues:

Both directions to the Tompkins Avenue Line in both directions
Westbound (toward Park Row) to Tompkins-Culver Line eastbound
Eastbound to Tompkins-Culver line in both directions

Flushing and Marcy Avenues:

Both directions to the Ocean Avenue Line in both directions

Flushing and Nostrand Avenues:

Westbound to the Lorimer Street Line eastbound
Eastbound to the Lorimer Street Line in both directions
Both directions to the Nostrand Avenue, Nostrand-Culver and Nostrand-Prospect Park lines in both directions

Flushing and Franklin Avenues

Both directions to the Franklin Avenue line in both directions

Flushing and Classon-Washington Avenues:

Westbound to the Crosstown and Greenpoint Lines eastbound
Eastbound to the Crosstown and Greenpoint Lines in both directions

Sands and Adams Streets:

Westbound to the Seventh Avenue and Bergen Street Lines eastbound and to the Fifth Avenue Line westbound

Sands and Washington Streets:

Westbound to the Fulton Street, Court Street, Flatbush Avenue, Gates Avenue, Myrtle Avenue, Putnam Avenue and Union Street Lines, at High Street Station or at Borough Hall, via Montague Street Line at Sands Street
Westbound to the Flatbush-Seventh Avenue, Hicks Street, Rogers Avenue, St. Johns Place, Sixteenth Avenue and Third Avenue Lines at Borough Hall via Montague Street Line at Sands Street
Westbound to the Montague Street Line in both directions
Westbound to the Fifth Avenue, Smith Street, DeKalb Avenue and the Vanderbilt Avenue Lines eastbound

GREENPOINT LINE

(See special privileges)

Ninth Avenue Depot:

Feeder privileges exchanged with the Sixteenth Avenue Line toward Borough Park

Ninth Avenue and Fifteenth Street:

Eastbound to the Fifteenth Street Line westbound
Westbound to the Smith Street Line westbound

Ninth Avenue and Ninth Street:

Eastbound to the Smith Street Line in both directions

Ninth Avenue and Union Street:

Eastbound to the Union Street Line westbound

Vanderbilt and Flatbush Avenues:

Both directions to the Flatbush Avenue Line in both directions

Vanderbilt Avenue and Bergen Street:

Both directions to the Bergen Street, and Hoyt and Sackett Street Lines in both directions

Vanderbilt and Atlantic Avenues:

Both directions to the St. Johns Place and Rogers Avenue Lines in both directions

Vanderbilt Avenue and Fulton Street:

Both directions to the Fulton Street and the Putnam Avenue Lines in both directions

Vanderbilt and Greene Avenues:

Both directions to the Greene and Gates Avenue Line in both directions

Vanderbilt and DeKalb Avenues:

Both directions to the DeKalb Avenue Line in both directions

Classon and Washington and Park Avenues:

Westbound to the Crosstown Line in both directions. Both directions to the Park Avenue Line in both directions

Vanderbilt, Washington and Myrtle Avenues:

Both directions to the Myrtle Avenue Line in both directions

Washington and Flushing-Classon Avenues:

Westbound to the Graham Avenue Line in both directions

Eastbound to the Graham Avenue Line westbound, to the Crosstown Line eastbound, and in both directions to the Flushing Avenue and Flushing-Knickerbocker Lines in both directions

Kent and Washington Avenues:

Westbound to the Crosstown Line westbound

Kent Avenue and Broadway:

Eastbound to the Crosstown Line eastbound

Both directions to the Broadway, Ocean Avenue and Nostrand Avenue Lines, and to the Bushwick Avenue, Nostrand-Culver, Nostrand-Prospect Park, Franklin Avenue, Grand Street, Hamburg Avenue, Metropolitan Avenue, Ralph-Rockaway Avenue, Reid Avenue, Sumner Avenue, Wyckoff Avenue and Tompkins Avenue Lines, via Broadway Ferry Shuttle, at Bridge Plaza

Kent Avenue and Grand Street:

Eastbound to the Grand Street and Metropolitan Avenue Lines, via Broadway Ferry Shuttle, at Grand Street and Marcy Avenue

Kent, Metropolitan Avenues and Broadway:

Both directions to the Metropolitan Avenue Shuttle eastbound

Franklin Street and Greenpoint Avenue:

Both directions to the Calvary Cemetery, Lorimer Street, Tompkins-Culver and Union Avenue Lines in both directions

Eastbound to the Graham Avenue Line in both directions

Commercial Street and Manhattan Avenue:

Westbound to Hunter's Point Shuttle

GREENE AND GATES AVENUE LINE

Myrtle and Wyckoff Avenues:

Eastbound to the Cypress Hills Line, Richmond Hill Line and Wyckoff Avenue Shuttle and to the Wyckoff Avenue Line westbound

Gates and Myrtle Avenues:

Eastbound to the Bushwick Avenue and Union Avenue Lines westbound

Gates and Hamburg Avenues:

Both directions to the Hamburg Avenue Line in both directions

Gates and Central Avenues:

Westbound to the Park Avenue Line in both directions

Eastbound to the Park Avenue Line eastbound

Gates Avenue and Broadway:

Both directions to the Broadway Line in both directions

Gates and Ralph Avenues:

Both directions to the Ralph-Rockaway Avenue Line in both directions

Gates and Reid Avenues:

Both directions to the Reid Avenue Line in both directions

Gates and Sumner Avenues:

Both directions to the Sumner Avenue Line in both directions

Gates and Tompkins Avenues:

Both directions to the Tompkins Avenue and Tompkins-Culver Lines in both directions

Gates and Marcy Avenues:

Both directions to the Ocean Avenue Line in both directions

Gates and Nostrand Avenues:

Both directions to the Lorimer Street, Nostrand Avenue, Nostrand-Culver, and Nostrand-Prospect Park Lines, in both directions
Eastbound to Gates-Prospect Park toward Prospect Park

Gates-Franklin-Greene Avenues:

Both directions to the Franklin Avenue Line in both directions

Greene and Vanderbilt Avenues:

Both directions to the Greenpoint Line in both directions
 Westbound to the Vanderbilt Avenue Line in both directions
 Eastbound to the Vanderbilt Avenue Line eastbound

Greene Avenue and Fulton Street:

Westbound to Fulton Street Line eastbound

Fulton Street, Livingston Street and Flatbush Avenue:

Westbound to the Flatbush Avenue-Third Avenue, Flatbush-Seventh Avenue,
 St. Johns Place, Rogers Avenue and Sixteenth Avenue Lines eastbound

Fulton and Smith Streets:

Westbound to the Smith Street Line in both directions
 Eastbound to the Smith Street Line eastbound.

Fulton Street and Boerum Place:

Westbound to the Fifth Avenue Line in both directions and to Seventh Avenue and Bergen Street Lines eastbound
 Eastbound to Fifth Avenue Line eastbound

Fulton and Willoughby Streets:

Both directions to the Crosstown Line in both directions

Borough Hall:

Westbound to the Court Street, Hicks Street and Union Street Lines eastbound

Borough Hall and Tillary Street:

Both directions to the Montague Street Line in both directions

Sands and Washington Streets:

Westbound to the Flushing Avenue and Graham Avenue Lines eastbound

HAMBURG AVENUE LINE

(See feeder privileges)

***Rockaway Avenue and New Lots Avenue:**

Both directions to the Church Avenue Line westbound and to New Lots Avenue Line eastbound
 Westbound to the Ralph-Rockaway Avenue Line and Ralph Avenue Shuttle westbound

Rockaway and East New York Avenues:

Both directions to the Bergen Street Line in both directions

Rockaway Avenue and Fulton Street:

Both directions to the Fulton Street Line in both directions

Rockaway Avenue and Broadway:

Westbound to the Broadway Line in both directions
 Eastbound to the Broadway Line eastbound

Cooper Street and Central Avenue:

Westbound to the Park Avenue Line westbound

Hamburg Avenue and Halsey Street:

Both directions to the Putnam Avenue Line in both directions

Hamburg Avenue and Gates Avenue:

Both directions to the Gates Avenue and Gates-Prospect Park Lines in both directions

Hamburg and Myrtle Avenues:

Both directions to the Myrtle Avenue Line in both directions
 Westbound to the Bushwick Avenue Line in both directions
 Eastbound to the Bushwick Avenue Line eastbound

Hamburg and DeKalb Avenues:

Both directions to the DeKalb Avenue Line in both directions

Hamburg, Morgan and Flushing Avenues:

Both directions to the Flushing Avenue Line in both directions
 Westbound to the Flushing-Knickerbocker Line westbound
 Eastbound to the Flushing-Knickerbocker Line in both directions
 Westbound to the Union Avenue Line westbound
 Eastbound to the Union Avenue Line eastbound
 Westbound to the Wyckoff Avenue Line eastbound

Johnson and Bushwick Avenues:

Westbound to the Bushwick Avenue Line westbound
 Eastbound to the Bushwick Avenue Line eastbound

* NOTE:— Holders of transfers from the New Lots Avenue Line will have full cash fare rights on this line

Johnson and Graham Avenues:

Both directions to the Graham Avenue Line in both directions

Johnson Avenue and Lorimer Street:

Both directions to the Lorimer Street and Tompkins-Culver Lines in both directions

Johnson and Union Avenues:

Westbound to the Union Avenue Line westbound

South Fifth Street and Union Avenue:

Eastbound to the Union Avenue Line in both directions

Broadway and Marcy Avenue:

Westbound to the Ocean Avenue Line eastbound

Bridge Plaza:

Westbound to the Franklin Avenue, Tompkins Avenue, Nostrand Avenue, Nostrand-Culver and Nostrand-Prospect Park, Grand Street and Metropolitan Avenue Lines eastbound

Both directions to the Crosstown Line in both directions

Broadway Ferry:

Westbound to the Greenpoint Line in both directions and to the Metropolitan Avenue Shuttle eastbound, via Broadway Ferry Shuttle at Bridge Plaza

HAMILTON AVENUE LINE

(See feeder privileges)

Third and Bay Ridge Avenues:

Westbound to the 65th St-Bay Ridge Avenue Line eastbound

Third Avenue and 67th Street:

Eastbound to the 65th Street-Fort Hamilton, 65th Street-Bay Ridge Avenue, 65th Street-86th Street, and 39th Street Ferry-Fort Hamilton Lines eastbound

Westbound, feeder privileges to Third Avenue Line westbound

Third Avenue and 39th Street:

Both directions to the Church Avenue Line in both directions

Both directions to the 39th Street Ferry-Coney Island Line westbound

Hamilton Avenue and Fifteenth Street:

Westbound to the Fifteenth Street Line eastbound

Bush Street Depot:

Both directions with feeder privileges to Court Street Line westbound

Hamilton Avenue and West Ninth Street:

Westbound to the Hamilton Ferry Line, Coney Island & Brooklyn Railroad eastbound

Hamilton Avenue and Hicks Street-Richards Street:

Both directions to the Hicks Street Line in both directions

Both directions to the Crosstown Line in both directions

Eastbound feeder privileges to the Crosstown and Hicks Street Lines westbound

Hamilton Avenue and Sackett Street:

Westbound to the Hoyt and Sackett Street Line eastbound

HAMILTON FERRY LINE

(See feeder privileges)

Smith and Ninth Streets:

Eastbound to the Smith Street Line in both directions

West Ninth and Court Streets:

Both directions to the Court Street Line in both directions

West Ninth Street and Hamilton Avenue:

Westbound to the Hamilton Avenue Line eastbound

Hamilton Avenue-Hicks Street-Richards Street:

Both directions to the Hicks Street and Crosstown Lines in both directions

Hamilton Avenue and Sackett Street:

Westbound to the Hoyt and Sackett Street Line eastbound

HICKS STREET LINE

Hamilton Avenue and Richards Street-Hicks Street:

Westbound, feeder privileges to the Fifteenth Street, Hamilton Avenue and Hamilton Ferry Lines

Both directions to the Fifteenth Street, Hamilton Avenue and Hamilton Ferry Lines in both directions

Hicks and Union Streets:

Both directions to the Union Street Line in both directions

Hicks and Sackett Streets:

Both directions to the Hoyt and Sackett Street Line in both directions

Hicks Street and Atlantic Avenue:

Westbound to the Fifth and Seventh Avenue Lines in both directions

Atlantic Avenue and Court Street-Boerum Place:

Eastbound to the Fifth and Seventh Avenue Lines in both directions

Westbound to the Court Street and Union Street Lines in both directions

Atlantic Avenue and Boerum Place:

Westbound to the Bergen Street Line in both directions

Boerum Place and Livingston Street-Fulton Street:

Westbound to the Fulton Street, Flatbush Avenue, Putnam Avenue, Gates Avenue, Rogers Avenue, St. Johns Place, Third Avenue, DeKalb Avenue, Sixteenth Avenue and Flatbush-Seventh Avenue Lines eastbound

Borough Hall:

Westbound to the Myrtle Avenue Line eastbound

Sands Street:

Westbound to the Flushing Avenue, Flushing-Knickerbocker, Graham Avenue, Park Avenue, and Vanderbilt Avenue Lines via the Montague Street Line at Borough Hall

HOLY CROSS CEMETERY SHUTTLE

(Feeder Line)

Tilden and Nostrand Avenues:

Eastbound to the Nostrand Avenue Line in both directions. With full cash fare rights on this line

HOYT AND SACKETT STREET LINE

(See feeder privileges)

***Bergen Street Depot:**

Eastbound to the Bergen Street Line eastbound with same rights as transferring passengers had on this line

Eastbound to the Sumner Avenue Line westbound

Bergen Street and Kingston Avenue:

Both directions to the Tompkins Avenue Line in both directions

Westbound to Tompkins-Culver Line in both directions

Bergen Street and Nostrand Avenue:

Both directions to the Lorimer Street, Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park and Gates-Prospect Park Lines in both directions

Bergen Street and Nostrand-Rogers Avenues:

Both directions to the Ocean Avenue Line in both directions

Bergen Street and Rogers Avenue:

Eastbound to Tompkins-Culver Line in both directions

Bergen Street and Franklin Avenue:

Both directions to the Franklin Avenue Line in both directions

Bergen Street and Washington Avenue:

Eastbound to the St. Johns Place and Rogers Avenue Lines eastbound

Westbound to the St. Johns Place and Rogers Avenue Lines westbound

Bergen Street and Vanderbilt Avenue:

Both directions to the Greenpoint, Vanderbilt Avenue and Sixteenth Avenue Lines in both directions

Bergen Street and Flatbush Avenue:

Both directions to the Flatbush Avenue, Flatbush-Seventh Avenue and Seventh Avenue Lines in both directions

Bergen Street and Fifth Avenue:

Both directions to the Fifth Avenue Line in both directions

Bergen Street and Third Avenue:

Both directions to the Third Avenue Line in both directions

Bergen and Hoyt Streets:

Eastbound to the Bergen Street Line westbound

* NOTE:— Holders of transfers from the Bergen Street Line on westbound trips will have full cash fare rights on this line from Bergen Street depot

Sackett and Smith Streets:

Both directions to the Smith Street Line in both directions

Sackett and Court Streets:

Both directions to the Court Street and Union Street Lines in both directions

Sackett and Hicks Streets:

Both directions to the Hicks Street Line in both directions

Sackett and Columbia Streets:

Both directions to the Crosstown Line in both directions

Sackett Street and Hamilton Avenue:

Westbound to the Fifteenth Street, Hamilton Avenue and Hamilton Ferry Lines eastbound

HUNTER'S POINT SHUTTLE

Crosstown Depot:

Westbound to the Crosstown and Greenpoint Lines (and to the Graham Avenue Line when operated through to Depot). With full cash fare rights on these lines

JAMAICA AVENUE LINE

(Feeder Line)

Jamaica and Myrtle Avenues:

Westbound to the Richmond Hill Line westbound

Jamaica and Myrtle Avenues:

On eastbound trips passengers boarding car between above point and Crescent Street, paying cash fare, are entitled to a final transfer to the Richmond Hill Line to Ridgewood Depot only

Jamaica Avenue and Crescent Street:

Westbound to Fulton Street and Broadway Lines westbound with full cash fare rights on these lines except that the transfer to the lines going toward Ridgewood will be final

LORIMER STREET LINE

(See special privileges)

***Malbone Street and Flatbush Avenue:**

Eastbound to the Flatbush Avenue Line in both directions

Eastbound to the Franklin Avenue Line eastbound

Malbone Street and Rogers Avenue:

Westbound to the Ocean Avenue and Tompkins-Culver Lines in both directions

Eastbound to the Ocean Avenue and Tompkins-Culver Lines eastbound

Both directions to Rogers Avenue Line in both directions

Malbone Street and Nostrand Avenue:

Westbound to the Nostrand Avenue Line in both directions

Nostrand Avenue and St. Johns Place:

Both directions to the St. Johns Place Line in both directions

Nostrand Avenue and Bergen Street:

Westbound to the Tompkins-Culver Line westbound

Eastbound to the Tompkins-Culver Line eastbound

Both directions to the Bergen Street and Hoyt and Sackett Street Lines in both directions

Nostrand Avenue and Fulton Street:

Both directions to the Fulton Street Line in both directions

Nostrand and Putnam Avenues—Halsey Street:

Both directions to the Putnam Avenue Line in both directions

Nostrand and Gates Avenues:

Both directions to the Gates Avenue Line in both directions

Eastbound to the Gates-Prospect Park Line eastbound

Nostrand and DeKalb Avenues:

Both directions to the DeKalb Avenue Line in both directions

Nostrand and Myrtle Avenues:

Both directions to the Myrtle Avenue Line in both directions

* NOTE: Holders of transfers from the Flatbush Avenue Line will have full cash fare rights on this line

Nostrand and Park Avenues:

Both directions to the Park Avenue Line in both directions

Nostrand and Flushing Avenues:

Both directions to the Flushing Avenue and Flushing-Knickerbocker Lines in both directions

Westbound to the Graham Avenue Line in both directions

Eastbound to the Graham Avenue Line westbound

Nostrand Avenue and Lorimer Street:

Eastbound to the Nostrand Avenue Line in both directions

Lorimer Street and Marcy Avenue:

Westbound to the Ocean Avenue Line westbound

Eastbound to the Ocean Avenue Line in both directions

Lorimer Street and Harrison Avenue:

Eastbound to the Tompkins Avenue Line in both directions

Westbound to the Tompkins Avenue Line westbound

Lorimer Street and Throop Avenue:

Westbound to the Union Avenue Line in both directions

Eastbound to the Union Avenue Line eastbound

Lorimer Street and Broadway:

Both directions to the Broadway, Ralph-Rockaway Avenue, Reid Avenue and Sumner Avenue Lines in both directions

Lorimer and McKibbin Streets:

Both directions to the Wyckoff Avenue Line in both directions

Lorimer and Meserole Streets:

Both directions to the Bushwick Avenue Line in both directions

Lorimer Street and Johnson Avenue:

Both directions to the Hamburg Avenue Line in both directions

Lorimer and Grand Streets:

Both directions to the Grand Street and Metropolitan Avenue Lines in both directions

Lorimer Street and Metropolitan Avenue:

Both directions to the Metropolitan Avenue Shuttle in both directions

Lorimer Street and Bedford Avenue:

Westbound to the Crosstown Line eastbound

Manhattan and Nassau Avenues:

Both directions to the Nassau Avenue Line eastbound

Manhattan and Greenpoint Avenues:

Westbound to the Calvary Cemetery Line eastbound

Both directions to the Crosstown Line westbound

Eastbound to the Crosstown Line in both directions

Greenpoint Avenue and Franklin Street:

Both directions to the Greenpoint Line in both directions

METROPOLITAN AVENUE LINE

(See feeder privileges)

Metropolitan Avenue and Fresh Pond Road:

Both directions to the Flushing-Ridgewood Line in both directions

Metropolitan Avenue and Stanhope Street:

Both directions to the DeKalb Avenue Line (when operated)

Metropolitan Avenue and Flushing Avenue:

Both directions to the Flushing Avenue Line in both directions

Metropolitan Avenue and Grand Street:

Westbound to the Grand Street Line eastbound

Westbound to the Metropolitan Avenue Shuttle westbound

Grand Street and Graham Avenue:

Both directions to the Graham Avenue Line in both directions

Grand and Lorimer Streets:

Both directions to the Lorimer Street and Tompkins-Culver Lines in both directions

Grand Street and Union Avenue:

Both directions to the Union Avenue Line in both directions

Bridge Plaza:

Both directions to the Crosstown Line in both directions
Westbound to the Broadway, Franklin Avenue, Ocean Avenue, Nostrand Avenue,
Nostrand-Culver, Nostrand-Prospect Park, Ralph-Rockaway Avenue, Reid
Avenue, Sumner Avenue and the Tompkins Avenue Lines eastbound

Broadway Ferry:

Westbound to the Greenpoint Line in both directions via Grand Street-Broadway Ferry Shuttle, at Bridge Plaza

METROPOLITAN AVENUE SHUTTLE

Metropolitan Avenue and Grand Street:

Eastbound to the Grand Street and Metropolitan Avenue Lines eastbound

Metropolitan Avenue and Graham Avenue:

Both directions to the Graham Avenue Line in both directions

Metropolitan Avenue and Lorimer Street:

Both directions to the Lorimer Street and Tompkins-Culver Lines in both directions

Metropolitan and Union Avenues:

Both directions to the Union Avenue Line in both directions

Metropolitan and Driggs Avenues:

Both directions to the Crosstown Line westbound

Metropolitan Avenue and Bedford Avenue:

Both directions to the Crosstown Line eastbound

Metropolitan and Kent Avenues:

Westbound to the Greenpoint Line in both directions

Broadway Ferry:

Westbound to the Crosstown, Nostrand Avenue and Ocean Avenue Lines eastbound

Westbound to the Broadway, Nostrand-Culver, Nostrand-Prospect Park, Franklin Avenue, Ralph-Rockaway Avenue, Reid Avenue, Sumner Avenue, Wyckoff Avenue, Tompkins Avenue and Hamburg Avenue Lines via Grand Street-Broadway Ferry Shuttle, at Bridge Plaza

MEEKER AVENUE LINE

(Feeder Line)

Meeker and Graham Avenues:

Westbound to the Graham Avenue Line in both directions. With full cash fare rights on Graham Avenue except to Nassau Avenue Line

Meeker and Varick Avenues:

Eastbound to the Nassau Avenue Line westbound

MONTAGUE STREET LINE

(Feeder Line)

Fulton Ferry:

Westbound to the Furman Street Line eastbound

Sands and Fulton Streets:

Both directions to the Bergen Street, Flushing Avenue, Flushing-Knickerbocker, Park Avenue, Graham Avenue, Seventh Avenue, Smith Street, Vanderbilt Avenue and Fulton Street Lines

Borough Hall (Tillary Street):

Both directions to the Court Street, DeKalb Avenue, Flatbush Avenue, Flatbush-Seventh Avenue, Gates Avenue, Hicks Street, Myrtle Avenue, Putnam Avenue, St. Johns Place, Third Avenue, Union Street, Rogers Avenue and Sixteenth Avenue Lines in both directions
Both directions to the Crosstown Line in both directions

MYRTLE AVENUE LINE

Myrtle and Wyckoff Avenues:

Eastbound to the Cypress Hills Line, Richmond Hill Line and Wyckoff Avenue Shuttle eastbound

Eastbound to the Wyckoff Avenue Line westbound

Myrtle Avenue and Gates Avenue:

Eastbound to Gates-Prospect Park Line westbound

Myrtle and Knickerbocker Avenues:

Eastbound to the Union Avenue Line westbound

Myrtle and Hamburg Avenues:

Both directions to the Hamburg Avenue Line in both directions

Myrtle and Central Avenues:

Westbound to the Park Avenue Line in both directions

Eastbound to the Park Avenue Line eastbound

Myrtle and DeKalb Avenues:

Westbound to the DeKalb Avenue Line westbound

Eastbound to the DeKalb Avenue Line eastbound

Myrtle and Bushwick Avenues:

Eastbound to the Bushwick Avenue Line westbound

Myrtle Avenue and Broadway:

Both directions to the Broadway, Reid Avenue and Ralph-Rockaway Avenue Lines in both directions

Myrtle and Sumner Avenues:

Both directions to the Sumner Avenue Line in both directions

Myrtle and Tompkins Avenues:

Both directions to the Tompkins Avenue and Tompkins-Culver Lines in both directions

Myrtle and Marcy Avenues:

Both directions to the Ocean Avenue Line in both directions

Myrtle and Nostrand Avenues:

Both directions to the Lorimer Street, Nostrand Avenue, Nostrand-Culver and Nostrand-Prospect Park Lines in both directions

Myrtle and Franklin Avenues:

Both directions to the Franklin Avenue Line in both directions

Myrtle and Classon-Washington-Vanderbilt Avenues:

Both directions to the Greenpoint Line in both directions

Myrtle and Vanderbilt Avenues:

Westbound to Vanderbilt Avenue Line in both directions

Eastbound to the Vanderbilt Avenue Line eastbound

Myrtle Avenue and Raymond Street:

Eastbound to the Crosstown Line westbound

Myrtle Avenue and Navy Street:

Westbound to the Crosstown Line eastbound

Myrtle Avenue and Jay Street:

Westbound to the Smith Street Line in both directions

Eastbound to the Smith Street Line eastbound

Myrtle Avenue and Adams Street:

Westbound to the Fifth Avenue, Seventh Avenue and Bergen Street Lines in both directions

Eastbound to the Fifth Avenue, Seventh Avenue and Bergen Street Lines eastbound

Borough Hall:

Westbound to the Court Street, Sixteenth Avenue, Union Street, Putnam Avenue, Fulton Street, Flatbush Avenue, Hicks Street, Rogers Avenue, St. Johns Place, Third Avenue and Flatbush-Seventh Avenue Lines eastbound

Borough Hall and Tillary Street:

Both directions to the Montague Street Line in both directions

Sands and Washington Streets:

Westbound to the Flushing Avenue and Graham Avenue Lines eastbound

NASSAU AVENUE LINE

(Feeder Line)

Nassau and Manhattan Avenues:

Westbound to the Crosstown, Lorimer Street, Graham Avenue, Tompkins-Culver and Union Avenue Lines in both directions. With full cash fare rights on these lines except on Graham Avenue to Meeker Avenue Line

Nassau Avenue and Varick Avenue:

Eastbound to the Meeker Avenue Line westbound

NEW LOTS AVENUE LINE

(Feeder Line)

New Lots Avenue and Rockaway Avenue:

Westbound to the Ralph-Rockaway and Church Avenue Lines westbound, and to the Hamburg Avenue Line in both directions, with full cash fare rights on these lines

NOSTRAND AVENUE LINE

(See feeder privileges)

Nostrand and Flatbush Avenues:

Eastbound to the Flatbush Avenue Line in both directions and to Nostrand Avenue Shuttle eastbound

Nostrand and Tilden Avenues:

Both directions to the Holy Cross Cemetery Shuttle westbound (toward Cemetery)

Nostrand and Church Avenues:

Both directions to the Church Avenue Line in both directions

Westbound to the Reid Avenue Line in both directions

Eastbound to the Reid Avenue Line eastbound

Nostrand Avenue and Malbone Street:

Westbound to the Lorimer Street and Tompkins Avenue Lines in both directions with cash fare rights on these lines to intersecting surface lines, to the Gates-Prospect Park Line in both directions, and to the Nostrand-Prospect Park and Nostrand-Culver Lines eastbound

Nostrand Avenue and St. Johns Place:

Both directions to the St. Johns Place Line in both directions

Nostrand Avenue and Bergen Street:

Westbound to the Tompkins-Culver Line westbound

Eastbound to the Tompkins-Culver Line eastbound

Both directions to the Bergen Street and Hoyt and Sackett Street Lines in both directions

Nostrand Avenue and Fulton Street:

Both directions to the Fulton Street Line in both directions

Nostrand Avenue and Putnam Avenue-Halsey Street:

Both directions to the Putnam Avenue Line in both directions

Nostrand and Gates Avenues:

Both directions to the Gates Avenue Line in both directions

Eastbound to the Gates-Prospect Park Line in both directions

Nostrand and DeKalb Avenues:

Both directions to the DeKalb Avenue Line in both directions

Nostrand and Myrtle Avenues:

Both directions to the Myrtle Avenue Line in both directions

Nostrand and Park Avenues:

Both directions to the Park Avenue Line in both directions

Nostrand and Flushing Avenues:

Both directions to the Flushing Avenue, Flushing-Knickerbocker and Graham Avenue Lines in both directions

Nostrand Avenue and Lorimer Street:

Eastbound to the Lorimer Street Line in both directions

Bridge Plaza:

Both directions to the Crosstown Line in both directions

Westbound to the Bushwick Avenue, Broadway, Hamburg Avenue, Metropolitan Avenue, Ralph-Rockaway Avenue, Sumner Avenue, Wyckoff Avenue and Grand Street Lines eastbound and Grand Street-Broadway Ferry Shuttle westbound

Broadway and Kent Avenues:

Westbound to the Greenpoint Line in both directions and Metropolitan Avenue Shuttle eastbound

NOSTRAND-CULVER LINE

Sixteenth and Gravesend Avenues:

Both directions to the Sixteenth Avenue Line in both directions

Gravesend Avenue and Church Avenue:

Westbound to the Church Avenue Line in both directions

Church and Coney Island Avenues:

Westbound to the Franklin Avenue Line westbound
 Westbound to the Smith Street Line westbound
 Eastbound to the Franklin Avenue Line eastbound
 Eastbound to the Smith Street Line in both directions

Church and Flatbush Avenues:

Westbound to the Flatbush Avenue Lines in both directions
 Eastbound to Church Avenue Line in both directions

Flatbush Avenue and Malbone Street:

Westbound to the Lorimer Street Line westbound
 Eastbound to the Flatbush Avenue Line in both directions

Malbone Street and Rogers Avenue:

Westbound to the Tompkins-Culver Line westbound
 Eastbound to the Tompkins-Culver Line eastbound
 Both directions to the Rogers Avenue Line in both directions
 Westbound to Ocean Avenue Line eastbound

Nostrand Avenue and Malbone Street:

Westbound to the Nostrand Avenue Line eastbound

Nostrand Avenue and St. Johns Place:

Both directions to the St. Johns Place Line in both directions

Nostrand Avenue and Bergen Street:

Westbound to the Tompkins-Culver Line westbound
 Eastbound to the Tompkins-Culver Line eastbound
 Both directions to the Bergen Street and Hoyt and Sackett Street Lines in both directions

Nostrand Avenue and Fulton Street:

Both directions to the Fulton Street Line in both directions

Nostrand and Putnam Avenues-Halsey Street:

Both directions to the Putnam Avenue Line in both directions

Nostrand and Gates Avenues:

Eastbound to the Gates-Prospect Park Line eastbound
 Both directions to Gates Avenue Line in both directions

Nostrand and DeKalb Avenues:

Both directions to the DeKalb Avenue Line in both directions

Nostrand and Myrtle Avenues:

Both directions to the Myrtle Avenue Line in both directions

Nostrand and Park Avenues:

Both directions to the Park Avenue Line in both directions

Nostrand and Flushing Avenues:

Both directions to the Flushing Avenue, Flushing-Knickerbocker and Graham Avenues Lines in both directions

Nostrand Avenue and Lorimer Street:

Eastbound to the Lorimer Street Line westbound

Bridge Plaza:

Both directions to the Crosstown Line in both directions
 Westbound to the Broadway, Bushwick Avenue, Grand Street, Hamburg Avenue, Metropolitan Avenue, Ralph-Rockaway Avenues, Sumner Avenue and Wyckoff Avenue Lines eastbound

Broadway Ferry:

To Greenpoint Line in both directions and to Metropolitan Avenue Shuttle eastbound via Broadway Ferry Shuttle at Bridge Plaza

NOSTRAND-PROSPECT PARK LINE**Malbone Street and Flatbush Avenue:**

Eastbound to the Flatbush Avenue Line in both directions

Malbone Street and Rogers Avenue:

Westbound to the Tompkins-Culver Line in both directions, and to the Ocean Avenue Line eastbound
 Eastbound to the Tompkins-Culver Line eastbound
 Both directions to the Rogers Avenue Line in both directions

Malbone Street and Nostrand Avenue:

Westbound to the Nostrand Avenue Line eastbound

Nostrand Avenue and St. Johns Place:

Both directions to the St. Johns Place Line in both directions

Nostrand Avenue and Bergen Street:

Westbound to the Tompkins-Culver Line westbound

Eastbound to the Tompkins-Culver Line eastbound

Both directions to the Bergen Street, and Hoyt and Sackett Street Lines in both directions

Nostrand Avenue and Fulton Street:

Both directions to the Fulton Street Line in both directions

Nostrand and Putnam Avenues-Halsey Street:

Both directions to the Putnam Avenue Line in both directions

Nostrand and Gates Avenues:

Both directions to the Greene and Gates Avenue Line in both directions

Eastbound to the Gates-Prospect Park Line eastbound

Nostrand and DeKalb Avenues:

Both directions to the DeKalb Avenue Line in both directions

Nostrand and Myrtle Avenues:

Both directions to the Myrtle Avenue Line in both directions

Nostrand and Park Avenues:

Both directions to the Park Avenue Line in both directions

Nostrand and Flushing Avenues:

Both directions to the Flushing Avenue, Flushing-Knickerbocker, and Graham Avenue Lines in both directions

Nostrand Avenue and Lorimer Street:

Eastbound to the Lorimer Street Line westbound

Bridge Plaza:

Both directions to the Crosstown Line in both directions

Westbound to the Bushwick Avenue, Grand Street, Hamburg Avenue, Metropolitan Avenue, Broadway, Reid Avenue, Sumner Avenue, Ralph-Rockaway Avenue, and Wyckoff Avenue Lines eastbound

Broadway Ferry:

To Greenpoint Line in both directions and Metropolitan Avenue Shuttle eastbound via Broadway Ferry Shuttle at Bridge Plaza

NOSTRAND AVENUE SHUTTLE

(Feeder Line)

Nostrand and Flatbush Avenues:

Westbound to the Nostrand Avenue and Flatbush Avenue Lines in both directions with full cash fare rights on these lines

OCEAN AVENUE LINE

(See feeder privileges)

Flatbush Avenue and Avenue "F":

Both directions to the Flatbush Avenue Line in both directions

Westbound to the Rogers Avenue Line westbound with cash fare rights on Rogers Avenue Line

Rogers and Church Avenues:

Both directions to the Church Avenue Line in both directions

Westbound to the Reid Avenue Line in both directions

Eastbound to the Reid Avenue Line eastbound

Rogers Avenue and Malbone Street:

Westbound to Lorimer Street, Nostrand-Culver, Nostrand-Prospect Park and Tompkins Avenue Lines eastbound

Rogers Avenue and St. Johns-Sterling Places:

Both directions to the St. Johns Place Line in both directions

Eastbound to the Rogers Avenue Line westbound

Rogers Avenue and Bergen Street-Nostrand Avenue:

Both directions to the Bergen Street and Hoyt and Sackett Street Lines in both directions

Fulton Street and Marcy Avenue-Nostrand Avenue:

Both directions to the Fulton Street Line in both directions

Marcy Avenue and Halsey Street:

Both directions to the Putnam Avenue Line in both directions

Marcy and Gates Avenues:

Both directions to the Gates Avenue Line in both directions

Westbound to the Gates-Prospect Park Line eastbound

Eastbound to the Gates-Prospect Park Line in both directions

Marcy and DeKalb Avenues:

Both directions to the DeKalb Avenue Line in both directions

Marcy and Myrtle Avenues:

Both directions to the Myrtle Avenue Line in both directions

Marcy and Park Avenues:

Both directions to the Park Avenue Line in both directions

Marcy and Flushing Avenues:

Both directions to the Flushing Avenue, Flushing-Knickerbocker and Graham Avenue Lines in both directions

Marcy Avenue and Lorimer Street:

Westbound to the Lorimer Street Line westbound

Eastbound to the Lorimer Street Line in both directions

Marcy Avenue and Broadway:

Westbound to the Broadway, Hamburg Avenue, Ralph-Rockaway Avenue, Sumner Avenue and Wyckoff Avenue Lines eastbound

Bridge Plaza:

Westbound to the Bushwick Avenue, Grand Street and Metropolitan Avenue Lines eastbound and to the Crosstown Line in both directions

Broadway Ferry:

Westbound to the Greenpoint Line in both directions and to the Metropolitan Avenue Shuttle eastbound

PARK AVENUE LINE

Central Avenue and Cooper Street:

Eastbound to the Hamburg Avenue Line eastbound

Central Avenue and Halsey Street:

Westbound to the Putnam Avenue Line in both directions

Eastbound to the Putnam Avenue Line eastbound

Central and Gates Avenues:

Both directions to the Gates-Prospect Park Line in both directions

Westbound to the Gates Avenue Line in both directions

Eastbound to the Gates Avenue Line eastbound

Central and Myrtle Avenues:

Westbound to the Bushwick Avenue, DeKalb Avenue and Myrtle Avenue Lines in both directions

Eastbound to the Bushwick Avenue, DeKalb Avenue and Myrtle Avenue Lines eastbound

Jefferson Street and Bushwick Avenue:

Westbound to the Bushwick Avenue Line westbound

Eastbound to the Bushwick Avenue Line in both directions

Park Avenue and Broadway:

Both directions to the Broadway, Reid Avenue and Ralph-Rockaway Avenue Lines in both directions

Park and Sumner Avenues:

Both directions to the Sumner Avenue Line in both directions

Park and Tompkins Avenues:

Both directions to the Tompkins Avenue and Tompkins-Culver Lines in both directions

Park and Marcy Avenues:

Both directions to the Ocean Avenue Line in both directions

Park and Nostrand Avenues:

Both directions to the Lorimer Street, Nostrand Avenue, Nostrand-Culver and Nostrand-Prospect Park Lines in both directions

Park and Franklin Avenues:

Both directions to the Franklin Avenue Line in both directions

Park and Classon Avenues-Washington Avenue:

Both directions to the Greenpoint Line in both directions

Park and Washington Avenues:

Westbound to the Crosstown Line in both directions

Park and Vanderbilt Avenues:

Westbound to the Vanderbilt Avenue Line eastbound

Park Avenue and Raymond Street:

Eastbound to the Crosstown Line westbound

Park Avenue and Navy Street:

Eastbound to the Crosstown Line eastbound

Concord and Jay Streets:

Westbound to the Smith Street Line eastbound

Concord and Adams Streets:

Westbound to the Bergen Street and Seventh Avenue Lines eastbound

Both directions to the Fifth Avenue Line in both directions

Sands and Washington Streets:

Westbound to the Court Street, Fulton Street, Flatbush Avenue and Union Street Lines eastbound, at High Street Station on structure or at Borough Hall via the Montague Street Line at Sands Street

Westbound to the Flatbush-Seventh Avenue, Hicks Street, Rogers Avenue, Sixteenth Avenue, St. Johns Place and Third Avenue Lines eastbound, at Borough Hall, Montague Street Line at Sands Street

PUTNAM AVENUE LINE

Halsey Street and Wyckoff Avenue:

Eastbound to the Wyckoff Avenue Shuttle westbound

Halsey Street and Hamburg Avenue:

Both directions to the Hamburg Avenue Line in both directions

Halsey Street and Central Avenue:

Westbound to the Park Avenue Line in both directions

Eastbound to the Park Avenue Line eastbound

Halsey Street and Broadway:

Both directions to the Broadway Line in both directions

Halsey Street and Ralph Avenue:

Both directions to the Ralph-Rockaway Avenue Line in both directions

Halsey Street and Reid Avenue:

Both directions to the Reid Avenue Line in both directions

Halsey Street and Sumner Avenue:

Both directions to the Sumner Avenue Line in both directions

Halsey Street and Tompkins Avenue:

Both directions to the Tompkins Avenue and Tompkins-Culver Lines in both directions

Halsey Street and Marcy Avenue:

Both directions to the Ocean Avenue Line in both directions

Halsey Street and Nostrand-Putnam Avenues:

Both directions to the Lorimer Street, Nostrand Avenue, Nostrand-Culver, and Nostrand-Prospect Park Lines in both directions

Westbound to the Gates-Prospect Park Lines towards Prospect Park

Eastbound to the Gates-Prospect Park Line in both directions

Putnam and Franklin Avenues:

Both directions to the Franklin Avenue Line in both directions

Fulton Street and Vanderbilt Avenue:

Both directions to the Greenpoint Line in both directions

Westbound to the Vanderbilt Avenue Line in both directions

Eastbound to the Vanderbilt Avenue Line eastbound

Fulton Street and Flatbush Avenue-Livingston Street:

Westbound to the Flatbush Avenue, Flatbush-Seventh Avenue, Sixteenth Avenue, Rogers Avenue, St. Johns Place and Third Avenue Lines eastbound

Fulton Street and DeKalb Avenue:

Westbound to the DeKalb Avenue Line eastbound

Fulton and Smith Streets:

Westbound to the Smith Street Line in both directions

Eastbound to the Smith Street Line eastbound

Fulton Street and Boerum Place:

Westbound to the Fifth Avenue, Seventh Avenue and Bergen Street Lines in both directions

Eastbound to Fifth Avenue Line eastbound

Fulton and Willoughby Streets:

Both directions to the Crosstown Line in both directions

Borough Hall:

Westbound to the Court Street, Hicks Street, Union Street and Myrtle Avenue
Lines eastbound

Borough Hall and Tillary Street:

Both directions to the Montague Street Line in both directions

Sands and Washington Streets:

Westbound to the Flushing Avenue, Flushing-Knickerbocker and Graham
Avenue Lines eastbound

*** RALPH AVENUE SHUTTLE**

(Feeder Line)

New Lots Avenue and East 98th Street:

Eastbound to the Church Avenue Line in both directions

Ralph Avenue and St. Johns Place:

Westbound to the Bergen Street Line in both directions
Westbound to the Ralph-Rockaway Avenue Line in both directions

RALPH-ROCKAWAY AVENUE LINE**† New Lots Avenue and Rockaway Avenue:**

Eastbound to the Church Avenue Line westbound and to the New Lots and
Hamburg Avenue Lines eastbound

Rockaway and East New York Avenues:

Westbound to the Bergen Street Line in both directions

St. Johns Place and Ralph Avenue:

Both directions to the Ralph Avenue Shuttle Line eastbound
Eastbound to the Bergen Street Line in both directions

St. Johns Place and Buffalo Avenue:

Both directions to St. Johns Place Line westbound, via the Bergen Street Line
at Ralph Avenue

Ralph Avenue and Fulton Street:

Both directions to the Fulton Street Line in both directions

Ralph Avenue and Halsey Street:

Both directions to the Putnam Avenue Line in both directions

Ralph and Gates Avenues:

Both directions to the Gates Avenue and Gates-Prospect Park Line in both
directions

Ralph Avenue and Broadway:

Westbound to the Broadway Line eastbound

Broadway and DeKalb Avenue:

Both directions to the DeKalb Avenue Line in both directions

Broadway and Reid Avenue:

Westbound to the Reid Avenue Line eastbound

Broadway and Myrtle Avenue:

Both directions to the Myrtle Avenue Line in both directions

Broadway and Park Avenue:

Both directions to the Park Avenue Line in both directions

Broadway and Sumner Avenue:

Westbound to Sumner Avenue Line eastbound

Broadway and Flushing Avenue:

Both directions to the Flushing Avenue and Flushing-Knickerbocker Lines in
both directions

Westbound to Union Avenue Line in both directions

Eastbound to Union Avenue Line eastbound

Broadway and Graham Avenue:

Both directions to the Graham Avenue Line in both directions

* NOTE: This line is a feeder line to all intersecting surface lines and gives full cash fare rights on these lines

† NOTE: Passengers transferring to this line from the New Lots Ave. Line and the Hamburg Ave. Line south of New Lots Avenue, will have full cash fare rights on this line

520 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Broadway and Lorimer Street:

Both directions to the Lorimer Street and Tompkins-Culver Lines in both directions

Broadway and McKibbin Street:

Westbound to the Wyckoff Avenue Line eastbound

Broadway and Union Avenue:

Westbound to the Union Avenue Line westbound
Eastbound to the Union Avenue Line in both directions

Broadway and Marcy Avenue:

Westbound to the Ocean Avenue Line eastbound

Bridge Plaza:

Both directions to the Crosstown Line in both directions
Westbound to the Franklin Avenue, Grand Street, Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park, Metropolitan Avenue and Tompkins Avenue Lines eastbound

Broadway Ferry:

Westbound to the Greenpoint Line in both directions, and Metropolitan Avenue Shuttle eastbound via Broadway Ferry Shuttle at Bridge Plaza

REID AVENUE LINE

Sixteenth and Gravesend Avenues:

Westbound to the Sixteenth Avenue Line in both directions
Eastbound to the Sixteenth Avenue Line toward Borough Park

Church and Gravesend Avenues:

Westbound to the Church Avenue Line in both directions
Eastbound to the Sixteenth Avenue Line westbound

Church and Coney Island Avenues:

Westbound to the Franklin Avenue and Smith Street Lines westbound
Eastbound to the Franklin Avenue Line eastbound, and to the Smith Street Line in both directions

Church and Flatbush Avenues:

Both directions to the Flatbush Avenue Line in both directions

Church and Rogers Avenues:

Westbound to the Ocean Avenue Line in both directions
Eastbound to the Ocean Avenue Line eastbound
Both directions to the Rogers Avenue Line in both directions

Church and Nostrand Avenues:

Westbound to the Nostrand Avenue Line in both directions
Eastbound to the Nostrand Avenue Line eastbound

Church and Utica Avenues:

Eastbound to the Church Avenue Line in both directions, and to the Utica Avenue Shuttle

Utica Avenue and Bergen Street:

Both directions to the Bergen Street Line in both directions

Utica Avenue-Fulton Street-Reid Avenue:

Both directions to the Fulton Street Line in both directions

Reid Avenue and Halsey Street:

Both directions to the Putnam Avenue Line in both directions

Reid and Gates Avenues:

Both directions to the Gates Avenue and Gates-Prospect Park Lines in both directions

Reid and DeKalb Avenues:

Both directions to the DeKalb Avenue Line in both directions

Reid Avenue and Broadway:

Westbound to the Broadway and Ralph-Rockaway Avenue Lines eastbound

Broadway and Myrtle Avenue:

Both directions to the Myrtle Avenue Line in both directions

Broadway and Park Avenue:

Both directions to the Park Avenue Line in both directions

Broadway and Sumner Avenue:

Westbound to the Sumner Avenue Line eastbound

Broadway and Flushing Avenue:

Both directions to the Flushing Avenue and Flushing-Knickerbocker Lines in both directions
Westbound to the Union Avenue Line in both directions
Eastbound to the Union Avenue Line eastbound

Broadway and Graham Avenue:

Both directions to the Graham Avenue Line in both directions

Broadway and Lorimer Street:

Both directions to the Lorimer Street in both directions, and to the Tompkins-Culver Line westbound

Broadway and McKibbin Street:

Westbound to the Wyckoff Avenue Line eastbound

Broadway and Throop-Union Avenues:

Westbound to the Union Avenue Line westbound
Eastbound to the Union Avenue Line in both directions

Bridge Plaza:

Both directions to the Crosstown Line in both directions
Westbound to the Grand Street, Tompkins Avenue, Franklin Avenue, Nostrand-Prospect Park and Metropolitan Avenue Lines eastbound

Broadway Ferry:

Westbound to the Greenpoint Line in both directions, and to the Metropolitan Avenue Shuttle eastbound, via Broadway Ferry Shuttle, at Bridge Plaza

ROGERS AVENUE LINE

Flatbush Avenue and Avenue "F":

Eastbound to the Ocean Avenue and Flatbush Avenue Lines eastbound

Rogers and Church Avenues:

Both directions to the Church Avenue and Reid Avenue Lines in both directions
Westbound to the Tompkins-Culver Line in both directions

Rogers Avenue and Malbone Street:

Both directions to the Lorimer Street, Tompkins Avenue, Nostrand-Prospect Park, Nostrand-Culver and Gates-Prospect Park Lines in both directions

Rogers Avenue and St. Johns Place:

Westbound to the St. Johns Place Line eastbound

Rogers Avenue and Sterling Place:

Eastbound to the Ocean Avenue Line westbound

Sterling Place and Franklin Avenue:

Westbound to the Franklin Avenue Line westbound
Eastbound to the Franklin Avenue Line in both directions

Washington Avenue and Bergen Street:

Westbound to the Bergen Street Line and Hoyt and Sackett Street Line westbound
Eastbound to the Bergen Street Line eastbound and to the Hoyt and Sackett Street Line in both directions

Atlantic and Vanderbilt Avenues:

Westbound to the Vanderbilt Avenue Line in both directions, and to the Sixteenth Avenue Line eastbound
Eastbound to the Vanderbilt Avenue Line eastbound
Both directions to the Greenpoint Line in both directions

Atlantic and Fifth Avenues:

Westbound to the Fifth and Seventh Avenue Lines in both directions
Eastbound to the Fifth and Seventh Avenue Lines eastbound

Flatbush and Atlantic Avenues:

Westbound to the Flatbush-Seventh Avenue Line eastbound

Flatbush and Third Avenues:

Westbound to the Third Avenue Line eastbound

Flatbush and Lafayette Avenues-Fulton Street:

Westbound to the Putnam Avenue and Gates Avenue Lines eastbound

Fulton Street and DeKalb Avenue:

Westbound to the DeKalb Avenue Line eastbound

Fulton and Smith Streets:

Westbound to the Smith Street Line in both directions
Eastbound to the Smith Street Line eastbound

Fulton Street and Boerum Place:

Westbound to the Bergen Street, Fifth Avenue and Seventh Avenue Lines westbound

Fulton and Willoughby Streets:

Both directions to the Crosstown Line in both directions

Borough Hall:

Westbound to Court Street, Hicks Street, Myrtle Avenue and Union Street Lines eastbound

To Montague Street Line in both directions

Westbound to the Flushing Avenue, Flushing-Knickerbocker, Graham Avenue and Park Avenue Lines via Montague Street Line at Sands Street

RICHMOND HILL LINE

(Feeder Line)

Wyckoff and Myrtle Avenues:

Westbound to the Gates Avenue, Gates-Prospect Park, Myrtle Avenue, Bushwick Avenue, Flushing-Knickerbocker, Union Avenue, Wyckoff Avenue Lines and Wyckoff Avenue Shuttle, with full cash fare rights on these lines except that transfer to Broadway and Fulton Street Lines shall be final

Myrtle and Seneca (Covert) Avenues:

Westbound to the DeKalb Avenue Lines westbound (same notation as above)

Myrtle and Cypress Avenues:

Westbound to the Cypress Hills Line eastbound

***Myrtle and Jamaica Avenues:**

Eastbound to the Jamaica Avenue Line eastbound

SEA GATE LINE

Neptune Avenue—West 5th Street—Coney Island Avenue:

Westbound to the Smith Street Line westbound

Eastbound to the Smith Street Line in both directions

Same rights to Franklin Avenue Line when operating through to Coney Island

SEVENTH AVENUE LINE

Ninth Avenue and 20th Street:

Eastbound to the Sixteenth Avenue Line toward Borough Park

Seventh Avenue and Fifteenth Street:

Westbound to the Fifteenth Street Line westbound

Eastbound to the Fifteenth Street Line in both directions

Seventh Avenue and Ninth Street:

Westbound to the Smith Street Line in both directions

Eastbound to the Smith Street Line eastbound

Seventh Avenue and Union Street:

Westbound to the Union Street Line westbound

Eastbound to the Union Street Line eastbound

Seventh and Flatbush Avenues:

Westbound to the Flatbush Avenue Line in both directions

Eastbound to the Flatbush Avenue Line eastbound

Flatbush Avenue and Bergen Street:

Westbound to Bergen Street and Hoyt and Sackett Street Lines in both directions

Eastbound to Hoyt and Sackett Street Line in both directions and to Bergen Street Line eastbound

Fifth and Atlantic Avenues:

Westbound to the St. Johns Place and Rogers Avenue Lines in both directions

Eastbound to the St. Johns Place and Rogers Avenue Lines eastbound

Atlantic and Third Avenues:

Westbound to the Third Avenue Line in both directions

Eastbound to the Third Avenue Line eastbound

Atlantic Avenue and Boerum Place:

By Agent, between South Ferry, Fulton Ferry and Park Row bound cars

Westbound to the Hicks Street Line

* NOTE:— Passengers boarding car and paying a cash fare between Ridgewood Depot and Jamaica Avenue will receive a final transfer to the Jamaica Avenue Line in either direction

Boerum Place and Fulton Street:

Westbound to the Flatbush-Seventh Avenue, Rogers Avenue and St. Johns Place Lines westbound
 Westbound to the DeKalb Avenue, Fulton Street, Gates Avenue, and Putnam Avenue Lines in both directions
 Eastbound to the Sixteenth Avenue, DeKalb Avenue, Gates Avenue, Fulton Street, Flatbush-Seventh Avenue and Putnam Avenue Lines eastbound

Adams and Willoughby Streets:

Both directions to the Crosstown Line in both directions

Adams Street and Myrtle Avenue:

Westbound to the Myrtle Avenue Line in both directions
 Eastbound to the Myrtle Avenue Line eastbound

Adams and Concord Streets:

Westbound to the Park and Vanderbilt Avenue Lines eastbound

Adams and Sands Street:

Westbound to the Flushing Avenue, Flushing-Knickerbocker and Graham Avenue Lines eastbound and both directions to the Montague Street Line westbound

SOUTH FERRY BRANCH

Court Street and Atlantic Avenue:

Westbound to the Union Street Line westbound, and to the Hicks Street Line eastbound
 Westbound to the Crosstown Line in both directions
 Both directions to the Court Street Line in both directions

Atlantic Avenue and Hicks Street:

Eastbound to the Hicks Street Line eastbound

Atlantic Avenue and Furman Street:

Westbound to the Furman Street Line westbound

SIXTEENTH AVENUE LINE

(See feeder privileges)

Sixteenth and Gravesend Avenues:

Westbound to the Reid Avenue Line westbound

Gravesend and Church Avenues:

Both directions to the Church Avenue Line in both directions
 Eastbound to the Nostrand-Culver, Reid Avenue and Tompkins-Culver Line westbound

Ninth Avenue Depot:

Westbound to the Flatbush-Seventh Avenue, Fifteenth Street, Greenpoint, Seventh Avenue, Union Street and Vanderbilt Avenue Lines westbound with full cash fare rights on these lines

Ninth Avenue and Fifteenth Street:

Westbound to the Smith Street Line westbound
 Eastbound to the Fifteenth Street Line westbound

Ninth Avenue and Ninth Street:

Eastbound to the Smith Street Line eastbound

Prospect Park Plaza:

Eastbound to the Flatbush Avenue Line eastbound
 Westbound to the Flatbush Avenue Line in both directions

Vanderbilt Avenue and Bergen Street:

Both directions to the Hoyt and Sackett Street Line in both directions
 Westbound to the Bergen Street Line in both directions
 Eastbound to the Bergen Street Line eastbound

Vanderbilt and Atlantic Avenues:

Eastbound to the Greenpoint Line westbound
 Westbound to the St. Johns Place and Rogers Avenue Lines eastbound

Atlantic and Fifth Avenues:

Westbound to the Fifth Avenue Line in both directions
 Eastbound to the Fifth Avenue Line eastbound

Flatbush and Third Avenues:

Westbound to the Third Avenue Line eastbound

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Flatbush and Lafayette Avenues—Fulton Street:

Westbound to the Fulton Street, Putnam Avenue and Gates Avenue Lines eastbound

Fulton Street and DeKalb Avenue:

Westbound to the DeKalb Avenue Line eastbound

Fulton and Jay Streets:

Westbound to Smith Street Line westbound

Fulton Street and Boerum Place:

Westbound to the Fifth Avenue, Seventh Avenue and Bergen Street Lines westbound

Adams and Willoughby Streets:

Both directions to the Crosstown Line in both directions

Borough Hall:

Westbound to the Court Street, Hicks Street and Myrtle Avenue Lines eastbound and to the Montague Street Line in both directions

Westbound to Flushing Avenue, Flushing-Knickerbocker, Graham Avenue and Park Avenue Lines via Montague Street Line at Sands Street

SMITH STREET LINE

Neptune Avenue—West Fifth Street—Coney Island Avenue:

Westbound to the Sea Gate Line eastbound

Eastbound to the Sea Gate Line in both directions

Coney Island Avenue and Avenue "O":

Both directions to the Avenue "C" Line eastbound, final

Coney Island Avenue and Church Avenue:

Both directions to the Church Avenue Line in both directions

Westbound to the Reid Avenue, Tompkins-Culver and Nostrand-Culver Lines westbound

Eastbound to the Reid Avenue, Tompkins-Culver and Nostrand-Culver Lines in both directions

Park Circle:

Both directions to the Franklin Avenue Line westbound. With full cash fare rights on Franklin Avenue Line when not operated through to Coney Island on westbound transfer

Ninth Avenue and Fifteenth Street:

Westbound to the Fifteenth Street, Vanderbilt Avenue, Greenpoint, Sixteenth Avenue and Union Street Lines westbound

Eastbound to the Fifteenth Street Line eastbound

Ninth Avenue and Ninth Street:

Eastbound to the Greenpoint Line in both directions

Eastbound to the Vanderbilt Avenue, Union Street and Sixteenth Avenue Lines eastbound

Ninth Street and Seventh Avenue:

Westbound to the Seventh Avenue and Flatbush-Seventh Avenue lines westbound

Eastbound to the Seventh Avenue and Flatbush-Seventh Avenue Lines eastbound

Ninth Street and Fifth Avenue:

Westbound to the Fifth Avenue Line in both directions

Eastbound to the Fifth Avenue Line eastbound

Ninth Street and Third Avenue:

Westbound to the Third Avenue Line in both directions

Eastbound to the Third Avenue Line eastbound

Smith and Ninth Streets:

Both directions to the Hamilton Ferry Line westbound

Smith and Union Streets:

Westbound to the Union Street Line westbound

Eastbound to the Union Street Line eastbound

Smith and Sackett Streets:

Both directions to the Hoyt and Sackett Street Line in both directions

Smith and Bergen Streets:

Westbound to the Bergen Street Line in both directions

Eastbound to the Bergen Street Line eastbound

Smith Street and Atlantic Avenue:

Westbound to the Fifth and Seventh Avenue Lines westbound

Eastbound to the Fifth and Seventh Avenue Lines eastbound

Smith and Livingston-Fulton Streets:

Westbound to the DeKalb Avenue, Flatbush Avenue, Fulton Street, Putnam Avenue and Gates Avenue Lines in both directions and to the St. Johns Place and Rogers Avenue Lines eastbound
Eastbound to above lines eastbound

Jay and Willoughby Streets:

Both directions to the Crosstown Line in both directions

Jay Street and Myrtle Avenue:

Westbound to the Myrtle Avenue Line in both directions
Eastbound to the Myrtle Avenue Line eastbound

Jay and Concord Streets:

Westbound to the Park Avenue Line eastbound

Sands and Washington Streets:

Westbound to the Flushing Avenue, Flushing-Knickerbocker and Graham Avenue Lines eastbound and in both directions to the Montague Street Line westbound

ST. JOHNS PLACE LINE

St. Johns Place and Ralph Avenue:

Eastbound to the Ralph-Rockaway Avenue Line in both directions, via the Bergen Street Line at Buffalo Avenue
Eastbound to the Ralph Avenue Shuttle via the Bergen Street Line at Buffalo Avenue

St. Johns Place and Buffalo Avenue:

Eastbound to the Bergen Street Line eastbound

St. Johns Place and Utica Avenue:

Both directions to the Reid Avenue Line in both directions

St. Johns Place and Kingston Avenue:

Both directions to the Tompkins Avenue Line in both directions

St. Johns Place and Nostrand Avenue:

Both directions to the Lorimer Street, Gates-Prospect Park, Nostrand Avenue, Nostrand-Culver and Nostrand-Prospect Park Lines in both directions

St. Johns Place and Rogers Avenue-Sterling Place:

Both directions to the Ocean Avenue and Tompkins-Culver Lines in both directions
Westbound to the Rogers Avenue Line eastbound

Sterling Place and Franklin Avenue:

Both directions to the Franklin Avenue Line in both directions

Washington Avenue and Bergen Street:

Westbound to the Bergen Street and Hoyt and Sackett Street Lines westbound
Eastbound to the Hoyt and Sackett Street Line in both directions, and to the Bergen Street Line eastbound

Atlantic Avenue and Vanderbilt Avenue:

Westbound to the Greenpoint and Vanderbilt Avenues Lines in both directions
Eastbound to Vanderbilt Avenue Line eastbound and to Greenpoint in both directions
Westbound to the Sixteenth Avenue Line eastbound

Atlantic and Fifth Avenues:

Westbound to the Fifth Avenue and Seventh Avenue Lines in both directions
Eastbound to the Fifth Avenue and Seventh Avenue Lines eastbound

Atlantic and Flatbush Avenues:

Westbound to the Flatbush Avenue and Flatbush-Seventh Avenue Lines eastbound

Flatbush and Third Avenues:

Westbound to the Third Avenue Line eastbound

Flatbush Avenue and Fulton Street-Lafayette Avenue:

Westbound to the Gates Avenue and Putnam Avenue Lines eastbound

Fulton Street and DeKalb Avenue:

Westbound to the DeKalb Avenue Line eastbound

Fulton-Livingston Streets and Smith Street:

Westbound to the Smith Street Line in both directions
Eastbound to Smith Street Line eastbound

Boerum Place and Fulton Street:

Westbound to the Bergen Street, Fifth Avenue and Seventh Avenue Lines
westbound
Eastbound to the Bergen Street, Fifth Avenue and Seventh Avenue Lines
eastbound

Adams and Willoughby Streets:

Both directions to the Crosstown Line in both directions

Borough Hall:

Westbound to the Court Street, Myrtle Avenue, Union Street and Hicks Street
Lines eastbound, and to the Montague Street Line in both directions

Sands Street:

Westbound to the Flushing Avenue, Flushing-Knickerbocker, Graham Avenue
and Park Avenue Lines via Montague Street Line at Borough Hall

SUMNER AVENUE LINE

Bergen Street Depot:

Eastbound to the Bergen Street Line in both directions, and to the Hoyt and
Sackett Street Line westbound

Fulton Street and Troy-Sumner Avenues:

Both directions to the Fulton Street Line in both directions

Sumner Avenue and Halsey Street:

Both directions to the Putnam Avenue Line in both directions

Sumner and Gates Avenues:

Both directions to the Gates Avenue and Gates-Prospect Park Lines in both
directions

Sumner and DeKalb Avenues:

Both directions to the DeKalb Avenue Line in both directions

Sumner and Myrtle Avenues:

Both directions to the Myrtle Avenue Line in both directions

Sumner and Park Avenues:

Both directions to the Park Avenue Line in both directions

Sumner Avenue and Broadway:

Westbound to the Broadway, Ralph-Rockaway Avenue and Reid Avenue Lines
eastbound

Broadway and Flushing Avenue:

Westbound to the Union Avenue Line in both directions
Eastbound to the Union Avenue Line eastbound
Both directions to the Flushing Avenue and Flushing-Knickerbocker Lines in
both directions

Broadway and Graham Avenue:

Both directions to the Graham Avenue Line in both directions

Broadway and Lorimer Street:

Both directions to the Lorimer Street and Tompkins-Culver Lines in both
directions

Broadway and McKibbin Street:

Westbound to the Wyckoff Avenue Line eastbound

Broadway and Throop Avenue-Union Avenue:

Westbound to the Union Avenue Line westbound
Eastbound to the Union Avenue Line in both directions

Marcy Avenue and Broadway:

Westbound to the Ocean Avenue Line eastbound

Bridge Plaza:

Both directions to the Crosstown Line in both directions
Westbound to the Franklin Avenue, Grand Street, Nostrand Avenue, Nostrand-
Culver, Nostrand-Prospect Park and Metropolitan Avenue Lines eastbound

Broadway Ferry:

Westbound to the Greenpoint Line in both directions, and to the Metropolitan
Avenue Shuttle eastbound via the Broadway Ferry Shuttle at Bridge Plaza

THIRD AVENUE LINE

Third Avenue and 65th Street:

Eastbound to the 65th Street-Bay Ridge Avenue, 65th Street-86th Street, 65th
Street-Fort Hamilton and 89th Street Ferry-Fort Hamilton Lines eastbound

Third Avenue and 39th Street:

Both directions to the Church Avenue Line in both directions
Both directions to the 39th Street Ferry-Coney Island Line westbound

Third and Hamilton Avenues:

Eastbound to the Hamilton Avenue Line in both directions

Third Avenue and Fifteenth Street:

Both directions to the Fifteenth Street Line in both directions

Third Avenue and Ninth Street:

Westbound to the Smith Street Line in both directions
Eastbound to the Smith Street Line eastbound

Third Avenue and Union Street:

Westbound to the Union Street Line in both directions
Eastbound to the Union Street Line eastbound

Third Avenue and Bergen Street:

Westbound to the Bergen Street Line in both directions
Eastbound to the Bergen Street Line eastbound
Both directions to the Hoyt and Sackett Street Line in both directions

Third and Atlantic Avenues:

Westbound to the Fifth and Seventh Avenue Lines westbound
Eastbound to the Fifth and Seventh Avenue Lines eastbound

Third and Flatbush Avenues:

Westbound to the Flatbush Avenue, Flatbush-Seventh Avenue, Rogers Avenue, St. Johns Place and Sixteenth Avenue Lines eastbound

Flatbush Avenue and Lafayette Avenue-Fulton Street:

Westbound to the Fulton Street, Putnam Avenue and Gates Avenue Lines eastbound

Fulton Street and DeKalb Avenue:

Westbound to the DeKalb Avenue Line eastbound

Fulton Street and Boerum Place:

Westbound to the Fifth Avenue, Seventh Avenue and Bergen Street Lines westbound

Fulton and Willoughby Streets:

Both directions to the Crosstown Line in both directions

Borough Hall:

Westbound to the Hicks Street and Myrtle Avenue Lines eastbound, and to the Montague Street Line in both directions

Sands Street:

Westbound to the Flushing Avenue, Flushing-Knickerbocker, Graham Avenue, Park Avenue and Vanderbilt Avenue Lines eastbound, via the Montague Street Line at Borough Hall

TOMPKINS AVENUE LINE**Malbone Street and Flatbush Avenue:**

Eastbound to the Franklin Avenue Line eastbound, and to the Flatbush Avenue Line in both directions

Malbone Street and Rogers Avenue:

Westbound to the Ocean Avenue, Rogers Avenue and Tompkins-Culver Lines in both directions
Eastbound to the Ocean Avenue, Rogers Avenue and Tompkins-Culver Lines eastbound

Malbone Street and Nostrand Avenue:

Both directions to the Nostrand Avenue Line eastbound

Kingston Avenue and St. Johns Place:

Both directions to the St. Johns Place Line in both directions

Kingston Avenue and Bergen Street:

Both directions to the Bergen Street and Hoyt and Sackett Street Lines in both directions

Fulton Street and Kingston-Tompkins Avenues:

Both directions to the Fulton Street Line in both directions

Tompkins Avenue and Halsey Street:

Both directions to the Putnam Avenue Line in both directions

Tompkins and Gates Avenues:

Both directions to the Gates Avenue Line in both directions
Westbound to the Gates-Prospect Park Line eastbound
Eastbound to the Gates-Prospect Park Line in both directions

Tompkins and DeKalb Avenues:

Both directions to the DeKalb Avenue Line in both directions

Tompkins and Myrtle Avenues:

Both directions to the Myrtle Avenue Line in both directions

Tompkins and Park Avenues:

Both directions to the Park Avenue Line in both directions

Tompkins and Flushing Avenues:

Both directions to the Flushing Avenue, Flushing-Knickerbocker and Graham Avenue Lines in both directions

Harrison Avenue and Lorimer Street:

Westbound to the Lorimer Street Line westbound
Eastbound to the Lorimer Street Line in both directions

Bridge Plaza:

Both directions to the Crosstown Line in both directions
Westbound to the Broadway, Bushwick Avenue, Ralph-Rockaway Avenue, Reid Avenue, Hamburg Avenue, Metropolitan Avenue, Wyckoff Avenue and Grand Street Lines eastbound

Broadway Ferry:

Westbound to the Greenpoint Line in both directions and to the Metropolitan Avenue Shuttle eastbound, via the Broadway Ferry Shuttle at Bridge Plaza

TOMPKINS-CULVER LINE

(See special privileges)

Gravesend and Sixteenth Avenues:

Both directions to the Sixteenth Avenue Line toward Borough Park
Westbound to the Sixteenth Avenue Line in both directions

Church and Gravesend Avenues:

Westbound to the Church Avenue Line in both directions

Church and Coney Island Avenues:

Westbound to the Franklin Avenue Line westbound
Eastbound to the Franklin Avenue Line eastbound
Westbound to the Smith Street Line westbound
Eastbound to the Smith Street Line in both directions

Church and Flatbush Avenues:

Both directions to the Flatbush Avenue Line in both directions

Church and Rogers Avenues:

Eastbound to the Church Avenue Line in both directions
Westbound to the Ocean Avenue Line eastbound and to the Rogers Avenue Line in both directions

Rogers Avenue and Malbone Street:

Westbound to the Lorimer Street and Tompkins Avenue Lines in both directions

Rogers Avenue and St. Johns-Sterling Places:

Both directions to the St. Johns Place Line in both directions
Eastbound to the Rogers Avenue Line in both directions

Rogers Avenue and Bergen Street:

Westbound to the Bergen Street and Hoyt and Sackett Street Lines in both directions

Nostrand Avenue and Bergen Street:

Westbound to the Gates-Prospect Park, Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park and Lorimer Street Lines westbound
Eastbound to the Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park, Lorimer Street, Ocean Avenue and Gates-Prospect Park Lines eastbound

Bergen Street and Kingston Avenue:

Eastbound to the Bergen Street and Hoyt and Sackett Street Lines in both directions
Westbound to the Tompkins Avenue Line westbound

Kingston Avenue-Fulton Street-Tompkins Avenue:

Both directions to the Fulton Street Line in both directions

Tompkins Avenue and Halsey Street:

Both directions to the Putnam Avenue Line in both directions

Tompkins Avenue and Gates Avenue:

Both directions to the Gates Avenue Line in both directions
 Westbound to the Gates-Prospect Park Line eastbound
 Eastbound to the Gates-Prospect Park Line in both directions

Tompkins and DeKalb Avenues:

Both directions to the DeKalb Avenue Line in both directions

Tompkins and Myrtle Avenues:

Both directions to the Myrtle Avenue Line in both directions

Tompkins and Park Avenues:

Both directions to the Park Avenue Line in both directions

Tompkins and Flushing Avenues:

Both directions to the Flushing Avenue, and Flushing-Knickerbocker Avenue
 Lines in both directions
 Westbound to the Graham Avenue Line in both directions
 Eastbound to the Graham Avenue Line westbound (toward Park Row)

Tompkins Avenue and Lorimer Street:

Eastbound to the Lorimer Street and Tompkins Avenue Lines eastbound

Lorimer Street and Throop Avenue:

Westbound to the Union Avenue Line in both directions
 Eastbound to the Union Avenue Line eastbound

Lorimer Street and Broadway:

Both directions to the Broadway, Ralph-Rockaway Avenue and Sumner Avenue
 Lines in both directions
 Eastbound to Reid Avenue Line in both directions
 Westbound to the Reid Avenue line westbound

Lorimer and McKibbin Streets:

Both directions to the Wyckoff Avenue Line in both directions

Lorimer and Meserole Streets:

Both directions to the Bushwick Avenue Line in both directions

Lorimer and Grand Streets:

Both directions to the Grand Street and Metropolitan Avenue Lines in both
 directions

Lorimer Street and Metropolitan Avenue:

Both directions to the Metropolitan Avenue Shuttle in both directions

Lorimer Street and Driggs Avenue:

Westbound to the Crosstown Line westbound
 Eastbound to the Union Avenue Line eastbound

Manhattan and Bedford Avenues:

Westbound to the Crosstown Line eastbound

Manhattan and Nassau Avenues:

Both directions to the Nassau Avenue Line eastbound

Manhattan and Greenpoint Avenues:

Eastbound to the Crosstown Line in both directions
 Westbound to the Calvary Cemetery Line eastbound

Greenpoint Avenue and Franklin Street:

Both directions to the Greenpoint Line in both directions

UNION AVENUE LINE

(See special privileges)

Wyckoff and Myrtle Avenues:

Eastbound to the Cypress Hills, Richmond Hill, and Wyckoff Avenue Shuttle
 Lines

Myrtle and Gates Avenues:

Eastbound to the Gates Avenue and Gates-Prospect Park Lines westbound

Myrtle and Knickerbocker Avenues:

Eastbound to the Myrtle Avenue Line westbound

Knickerbocker and DeKalb Avenues:

Westbound to the DeKalb Avenue Line westbound
 Eastbound to the DeKalb Avenue Line in both directions

Knickerbocker and Flushing Avenues:

Westbound to the Flushing Avenue Line in both directions

Flushing and Hamburg Avenues—Morgan Avenue:

Westbound to the Hamburg Avenue Line westbound
Eastbound to the Hamburg Avenue Line eastbound

Flushing and Bushwick Avenues:

Westbound to the Bushwick Avenue Line westbound
Eastbound to the Bushwick Avenue Line eastbound

Flushing Avenue and Broadway:

Westbound to the Broadway, Ralph-Rockaway Avenue, Reid Avenue, and Sumner Avenue Lines in both directions
Westbound to the Graham Avenue Line in both directions
Eastbound to the Broadway, Ralph-Rockaway Avenue, Reid Avenue and Sumner Avenue Lines eastbound

Throop and Flushing Avenues:

Eastbound to the Flushing Avenue Line in both directions, and to the Graham Avenue and Flushing-Knickerbocker Lines westbound

Throop Avenue and Lorimer Street:

Westbound to the Tompkins-Culver and Lorimer Street Lines in both directions
Eastbound to the Tompkins-Culver and Lorimer Street Lines eastbound

Throop and Union Avenues and Broadway:

Westbound to the Broadway, Ralph-Rockaway Avenue, Reid Avenue and Sumner Avenue Lines westbound
Eastbound to these lines in both directions

Union Avenue and Broadway:

Eastbound to the Wyckoff Avenue Line in both directions
Westbound to the Wyckoff Avenue Line westbound

Union Avenue and South Fifth Street:

Eastbound to the Hamburg Avenue Line in both directions
Westbound to the Hamburg Avenue Line westbound

Union Avenue and Meserole Street:

Westbound to the Bushwick Avenue Line westbound
Eastbound to the Bushwick Avenue Line in both directions

Union Avenue and Grand Street:

Both directions to the Metropolitan Avenue and Grand Street Lines in both directions

Union and Metropolitan Avenues:

Both directions to the Metropolitan Avenue Shuttle in both directions

Union and Driggs Avenues:

Westbound to the Crosstown Line westbound

Manhattan and Nassau Avenues:

Both directions to the Nassau Avenue Line eastbound

Manhattan and Bedford Avenues:

Westbound to Crosstown Line eastbound

Manhattan and Greenpoint Avenues:

Westbound to the Calvary Cemetery line eastbound
Eastbound to Crosstown Line in both directions

Greenpoint Avenue and Franklin Street:

Both directions to the Greenpoint Line in both directions

UNION STREET LINE

Ninth Avenue and 20th Street:

Eastbound to the Sixteenth Avenue Line eastbound

Ninth Avenue and Fifteenth Street:

Eastbound to the Fifteenth Street Line westbound
Westbound to the Smith Street Line westbound

Ninth Avenue and Ninth Street:

Eastbound to the Smith Street Line eastbound

Ninth Avenue and Union Street:

Eastbound to the Greenpoint Line westbound
Both directions to the Flatbush Avenue Line eastbound

Union Street and Seventh Avenue:

Westbound to the Flatbush-Seventh Avenue and Seventh Avenue Lines westbound
Eastbound to the Flatbush-Seventh Avenue and Seventh Avenue Lines eastbound

Union Street and Fifth Avenue:

Westbound to the Fifth Avenue Line in both directions
 Eastbound to the Fifth Avenue Line eastbound

Union Street and Third Avenue:

Westbound to the Third Avenue Line in both directions
 Eastbound to the Third Avenue Line eastbound

Union and Smith Streets:

Westbound to the Smith Street Line westbound
 Eastbound to the Smith Street Line eastbound

Court and Union Streets:

Westbound to the Court Street Line eastbound

Court and Sackett Streets:

Both directions to the Hoyt and Sackett Street Line in both directions

Court Street and Atlantic Avenue:

Westbound to the Fifth and Seventh Avenue Lines westbound
 Westbound to the Hicks Street Line eastbound
 Eastbound to the Fifth and Seventh Avenue Lines in both directions
 Westbound to the Crosstown Line in both directions

Court and Livingston Streets:

Westbound to the St. Johns Place and Rogers Avenue Lines eastbound

Court and Joralemon Streets:

Eastbound to the Crosstown Line in both directions

Borough Hall:

Westbound to the DeKalb Avenue, Fulton Street, Putnam Avenue, Gates Avenue
 and Myrtle Avenue Lines eastbound

Borough Hall and Tillary Streets:

Both directions to the Montague Street Line in both directions

Sands and Washington Streets:

Westbound to the Flushing Avenue, Flushing-Knickerbocker, Graham Avenue,
 Park Avenue and Bergen Street Lines eastbound

*** UTICA AVENUE SHUTTLE**

(Feeder Line)

Utica and Church Avenues:

Westbound to the Church Avenue and Reid Avenue Lines in both directions

Utica Avenue and East 49th Street:

Eastbound to the Flatbush Avenue Line in both directions

VANDERBILT AVENUE LINE**Ninth Avenue and 20th Street:**

Eastbound to the Sixteenth Avenue Line eastbound

Ninth Avenue and Fifteenth Street:

Eastbound to the Fifteenth Street Line westbound
 Westbound to the Smith Street Line westbound

Ninth Avenue and Ninth Street:

Eastbound to the Smith Street Line eastbound

Ninth Avenue and Flatbush Avenue:

Both directions to Flatbush Avenue Line eastbound
 Westbound to Flatbush Avenue Line westbound

Vanderbilt Avenue and Bergen Street:

Both directions to the Hoyt and Sackett Street Line in both directions
 Westbound to the Bergen Street Line in both directions
 Eastbound to the Bergen Street Line eastbound

Vanderbilt and Atlantic Avenues:

Both directions to the St. Johns Place and Rogers Avenue Lines in both
 directions

Vanderbilt Avenue and Fulton Street:

Westbound to the Fulton Street and Putnam Avenue Lines in both directions
 Eastbound to the Fulton Street and Putnam Avenue Lines eastbound

* NOTE: This line to be a connecting feeder and give full cash fare rights to all
 intersecting surface lines

Vanderbilt and Greene Avenues:

Westbound to the Gates Avenue Line in both directions
Eastbound to the Gates Avenue Line eastbound

Vanderbilt and DeKalb Avenues:

Westbound to the DeKalb Avenue Line in both directions
Eastbound to the DeKalb Avenue Line eastbound

Vanderbilt and Myrtle Avenues:

Westbound to the Myrtle Avenue Line in both directions
Eastbound to the Myrtle Avenue Line eastbound

Vanderbilt and Park Avenues:

Westbound to the Park Avenue Line eastbound, and to the Crosstown Line in both directions

Park Avenue-Raymond Street-Navy Street:

Eastbound to the Crosstown Line in both directions

Concord Street and Adams Street:

Westbound to the Seventh Avenue Line eastbound and to the Fifth Avenue Line in both directions

Sands and Washington Streets:

Westbound to the Flushing Avenue, Flushing-Knickerbocker and Graham Avenue Lines eastbound
Westbound to the Court Street and Hicks Street Lines via Montague Street Line at Borough Hall

WYCKOFF AVENUE LINE

Wyckoff and Myrtle Avenues:

Eastbound to the Cypress Hills and Richmond Hill Lines eastbound, and to Gates Avenue, Gates-Prospect Park and Myrtle Avenue Lines westbound, and to the Wyckoff Avenue Shuttle with connecting feeder privileges to Putnam Avenue Line

Wyckoff and DeKalb Avenues:

Westbound to the DeKalb Avenue Line westbound
Eastbound to the DeKalb Avenue Line in both directions

Wyckoff and Flushing Avenues:

Westbound to the Flushing Avenue Line in both directions

Knickerbocker and Flushing Avenues:

Westbound to the Union Avenue Line westbound

Flushing and Morgan Avenues-Hamburg Avenue:

Eastbound to the Flushing Avenue and to the Flushing-Knickerbocker Lines in both directions
Westbound to Hamburg Avenue Line eastbound

McKibbin Street and Graham Avenue:

Both directions to the Graham Avenue Line in both directions

McKibbin and Lorimer Streets:

Both directions to the Lorimer Street and Tompkins-Culver Lines in both directions

McKibbin Street and Broadway:

Westbound to the Ralph-Rockaway Avenue, Broadway, Reid Avenue, and Sumner Avenue Lines eastbound
Westbound to the Union Avenue Line westbound
Eastbound to the Union Avenue Line in both directions

Broadway and Marcy Avenue:

Westbound to the Ocean Avenue Line eastbound

Bridge Plaza:

Westbound to the Franklin Avenue, Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park and Tompkins Avenue Lines eastbound
Both directions to the Crosstown Line in both directions

Broadway Ferry:

Westbound to the Greenpoint Line in both directions, and to the Metropolitan Avenue Shuttle eastbound, via the Broadway Ferry Shuttle at Bridge Plaza

*** WYCKOFF AVENUE SHUTTLE**

(Feeder Line)

Wyckoff and Myrtle Avenues:

Westbound to the Gates Avenue, Gates-Prospect Park, Myrtle Avenue, Bushwick Avenue, Union Avenue, Cypress Hills, Richmond Hill, Wyckoff Avenue and Flushing-Knickerbocker Lines

Wyckoff Avenue and Halsey Street:

Eastbound to the Putnam Avenue Line westbound

39TH STREET FERRY-FORT HAMILTON LINE

(Feeder Line)

Third and Bay Ridge Avenues:

Westbound to the 65th Street-Bay Ridge Avenue Line eastbound

Third Avenue and 65th Street-67th Street:

Westbound to all incline cars, the Third and Hamilton Avenue Lines westbound
With full cash fare rights on Third and Hamilton Avenue Lines
Eastbound to the 65th Street-Bay Ridge Avenue and 65th Street-86th Street Lines eastbound

39th Street and Second Avenue:

Westbound to the Church Avenue Line eastbound

† 39TH STREET FERRY-CONEY ISLAND LINE**Bay 39th Street and W. E. Private Right-of-way:**

Westbound to the 65th Street-Bay Ridge Avenue Line westbound

86th Street and 14th Avenue:

Westbound to the 65th Street-86th Street Line in both directions

86th Street and Fifth Avenue:

Both directions to the Fifth Avenue Line in both directions

39th Street and Fifth Avenue:

Eastbound to the Fifth Avenue Line in both directions
Westbound to the Church Avenue Line eastbound

Third Avenue and 39th Street:

Eastbound to the Hamilton Avenue and Third Avenue Lines in both directions

‡ 65TH STREET-BAY RIDGE AVENUE

(Feeder Line)

86th Street and 13th Avenue:

Eastbound to the 39th Street Ferry-Coney Island Line eastbound
Eastbound to the 65th Street-86th Street Line eastbound
Westbound to the 65th Street-86th Street Line westbound

Fifth and Bay Ridge Avenues:

Westbound to the Fifth Avenue Line in both directions, and to the 39th Street Ferry-Coney Island Line westbound

Bay Ridge and Third Avenues:

Westbound to the 39th Street Ferry-Fort Hamilton Line in both directions and to the Hamilton Avenue and the 65th Street-Fort Hamilton Lines eastbound

Third Avenue and 65th Street-67th Street:

Westbound to the Third Avenue and Hamilton Avenue Lines westbound

‡ 65TH STREET-86TH STREET LINE

(Feeder Line)

14th Avenue and 86th Street:

Westbound to the 39th Street Ferry-Coney Island Line in both directions

* NOTE: This line to be a connecting feeder line between the Putnam Avenue Line and the Richmond Hill, Cypress Hills, Wyckoff Avenue, Union Avenue, and the Bushwick Avenue lines

† NOTE: Transfers of this line to give full cash fare rights on Fifth Avenue and Church Avenue Lines to all intersecting Nassau Electric R. R. Co.'s Lines

‡ NOTE: This line is a feeder line and gives full cash fare rights on intersecting lines in the same general direction

No transfer issued on eastbound trips except on a cash fare

13th Avenue and 86th Street:

Westbound to the 65th Street-Bay Ridge Avenue Line westbound
Eastbound to the 65th Street-Bay Ridge Avenue Line eastbound

Fifth Avenue and 86th Street:

Both directions to the Fifth Avenue Line towards Fort Hamilton
Westbound to the Fifth Avenue Line westbound

Fifth and Bay Ridge Avenues:

Eastbound to the Fifth Avenue Line westbound

Third Avenue and 65th Street-67th Street:

Westbound to Third Avenue, Hamilton Avenue and the 39th Street Ferry-Fort
Hamilton Lines westbound

*** 65TH STREET-FORT HAMILTON LINE**

(Feeder Line)

Third and Bay Ridge Avenues:

Westbound to the 65th Street-Bay Ridge Avenue Line eastbound

Third Avenue and 65th Street-67th Street:

Westbound to the Third Avenue and Hamilton Avenue Lines westbound

A communication dated March 25, 1914, having been received from the Coney Island and Brooklyn Railroad Company, Coney Island and Gravesend Railway Company, Brooklyn, Queens County and Suburban Railroad Company, Nassau Electric Railroad Company and Brooklyn Heights Railroad Company, calling attention to certain errors in the Schedule "A" attached to the order adopted March 17, 1914, the Commission issued the following order:

CASE NO. 1801, AMENDATORY ORDER

(March 27, 1914)

An order having been made herein on March 17, 1914, directing and requiring the above companies to exchange transfers at the points and in the manner prescribed by a schedule known as "Schedule A" attached to and made a part of said order, which order was duly served on said companies on March 24, 1914; and the attention of the Commission having been called to certain clerical and typographical errors in said Schedule A; and the Commission being desirous of modifying said order so as to correct said errors,

Ordered, That said order of March 17, 1914, be and the same hereby is amended and modified *nunc pro tunc* as of the 17th day of March, 1914, in the following particulars:

SCHEDULE "A"

- Page 10. "Court Street Line." Note at bottom of page marked with a star changed to read "Passengers transferring from Hamilton Avenue Line westbound, and from eastbound cars of the Hoyt and Sackett Street Line, have full cash fare rights on Court Street Line, westbound."
- Page 18. Top of page, star under "Sands and Washington Streets" stricken out.
- Page 19. Note at bottom of page changed to read "Note: Cash passengers transferring to this line at Park Circle from northbound Smith Street Line will have full cash fare rights on this line."
- Page 23. "Graham Avenue Line." The star opposite "Greenpoint Avenue and Franklin Street" stricken out, and a star placed opposite "Greenpoint and Manhattan Avenues."
- Page 26. Greene and Gates Ave. Line, under "Fulton Street, Livingston Street and Flatbush Avenue." Hyphen between "Flatbush Avenue" and "Third Avenue" stricken out, and a comma inserted.
- Page 31. At bottom of page under "Bridge Plaza," the words "Hamburg Avenue" inserted between "Franklin Avenue" and "Ocean Avenue."
- Page 38. Under heading "Park and Marcy Avenues," "Ocean" changed to "Ocean."
- Page 40. "Ralph-Rockaway Avenue Line." The dagger referring to the note at foot of page moved upward and placed opposite the name of the line, instead of opposite "New Lots Avenue and Rockaway Avenue."
- Page 42. Under "Broadway and Lorimer Street," changed to read as follows: "Both directions to the Lorimer Street in both directions; westbound to Tompkins-Culver westbound, and eastbound to Tompkins-Culver in both directions."
- "Reid Avenue Line," under "Bridge Plaza," the words "Franklin Avenue" stricken out.
- Page 54. "Vanderbilt Avenue Line" under "Vanderbilt and Atlantic Avenues" changed to read as follows: "Westbound to St. John's Place and Rogers Avenue, in both directions; eastbound to St. John's Place and Rogers Avenue eastbound."

* NOTE: This line is a feeder line and gives full cash fare rights to intersecting lines in the same general direction

Application in writing dated April 21, 1914, having been made by the Coney Island and Brooklyn Railroad Company, Coney Island and Gravesend Railway Company, Brooklyn, Queens County and Suburban Railroad Company, Nassau Electric Railroad Company and Brooklyn Heights Railroad Company for an extension of one month within which to put into effect the order of March 17, 1914, as amended by the order of March 27, 1914, the Commission on May 1, 1914, issued an order (see blank form of extension order, page 379) extending the time to June 1, 1914.

Edison Electric Illuminating Company of Brooklyn — Complaint of Albert Moritz *et al.* as to rate for electricity in Brooklyn

Case No. 1540

This proceeding was begun upon the complaint of Albert Moritz and others against the Edison Electric Illuminating Company of Brooklyn in regard to the rate charged for electricity in the Borough of Brooklyn. Hearings were had on July 30, 1912, and on subsequent dates to December 28, 1914, when the hearing was adjourned to January 5, 1915. No further action.

Coney Island and Brooklyn Railroad Company, Nassau Electric Railroad Company and New York Consolidated Railroad Company — Complaint of Prospect Park West Civic Association as to change of five-cent fare point to and from Coney Island, and transfers from Fifth Avenue Elevated Line to surface lines

Case No. 1871,
Complaint Order

A complaint, dated August 5, 1914, was received from R. Sanders, Chairman of the Prospect Park West Civic Association, against the Coney Island and Brooklyn Railroad Company, Nassau Electric Railroad Company and New York Consolidated Railroad Company, requesting a change of the five-cent fare point to and from Coney Island, and that transfers be issued from the Fifth Avenue Elevated Line to surface lines. The Commission on September 22, 1914, directed (see blank form of complaint order, page 379) that the companies satisfy the complaint, or that the charges be answered in writing. The Coney Island and Brooklyn Railroad Company, the Nassau Electric Railroad Company and the New York Consolidated Railroad Company made answer, under date of September 30, 1914, stating that no justification for the extension of the transfer privilege or the changing of the five-cent fare point existed.

Kings County Lighting Company — Complaint of John G. Mayhew *et al.* as to the rate for gas in the 30th Ward, Borough of Brooklyn

Case No. 1278,
Further Hearing Resolution
Order for Resumption of Hearing

This proceeding was begun upon the complaint of John G. Mayhew *et al.* as to the rate charged by the Kings County Lighting Company for gas or for light, heat or power in the 30th Ward, Borough of Brooklyn. Hearings were had during 1910 and 1911 to October 5, 1911. The Commission, on October 20, 1911, rendered an opinion (see 2 P. S. C. R. [1st Dist. N. Y.], 714), and issued an order fixing the maximum price of gas to be charged by the company in the 30th Ward of the Borough of Brooklyn as follows: From November 1, 1911, to December 31, 1912, eighty-five cents per thousand cubic feet; from January 1, 1913, to December 31, 1913, eighty cents per thousand cubic feet. Upon application of the company for a modification of the order of October 20, 1911, rehearing was had on November 3, 1911. On November 17, 1911, the Commission issued an order denying the company's application for a modification of the order of October 20, 1911, excepting a modification so as to omit from the operation of the order gas furnished by the company for street lighting under a contract with the Board of Improvement of the Town of New Utrecht. On November 24, 1911, the Commission rendered an opinion (see 2 P. S. C. R. [1st Dist. N. Y.], 716). The company on November 23, 1911, notified the Commission that it would not

accept the orders of October 20, 1911, and November 17, 1911, and obtained a writ of certiorari from the Supreme Court of New York County. On November 25, 1911, there was served upon the members of the Commission a writ of certiorari granted by the Honorable Samuel Seabury, Justice of the Supreme Court, New York County, for a review of the Commission's orders of October 20, 1911, and November 17, 1911; together with an order to show cause why the enforcement of such orders should not be stayed pending the determination of the writ of certiorari. On December 18, 1911, an order was entered by Mr. Justice Ford at a Special Term, Part 1, of the Supreme Court, County of New York, staying the enforcement of the orders of the Commission of October 20 and November 17, 1911, and requiring the company to file with the Commission a bond in the penal sum of \$50,000, in a form and with sureties to be approved by the Commission, conditioned upon the repayment of sums of money collected by the company for gas supplied in the 30th Ward of the Borough of Brooklyn after November 1, 1911, in excess of the amount due therefor at the rates fixed by the Commission, or at such rates as modified, upon a final determination being made upon the writ of certiorari obtained by the company sustaining the orders of the Commission and the rates of gas thereby fixed, or modifying the rates and sustaining them as so modified. The bond executed by the Kings County Lighting Company as principal and the National Surety Company as surety, dated December 18, 1911, was transmitted to the Commission, which adopted a resolution on December 22, 1911, approving same. On May 9, 1913, the Appellate Division of the Supreme Court rendered a decision reversing the determination of the Commission, and this decision was affirmed by the Court of Appeals on March 24, 1914. The Appellate Division of the Supreme Court, First Department, having made and filed an order on April 23, 1914, upon the remittitur of the Court of Appeals, the Commission, on April 28, 1914, pursuant to such order, directed (see blank form of hearing resolution, page —) that a further hearing be had on May 7, 1914. Further hearings were had on May 7, 1914, and on subsequent dates to July 2, 1914, when the hearing was adjourned subject to call. On December 11, 1914, the Commission issued an order directing that the hearing be resumed on December 21, 1914. Hearings were had on December 21 and 28, 1914, when the hearing was adjourned to January 4, 1915. No further action.

**Nassau Electric Railroad Company and Brooklyn Heights Railroad Company —
Transfers between Bergen Street Line and Sixteenth Avenue and Greenpoint
Lines, and between Vanderbilt Avenue and Gates Avenue Lines**

Case No. 1646,
Discontinuance Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices, service and rates of fare of the Nassau Electric Railroad Company and the Brooklyn Heights Railroad Company as to transfers between the Bergen Street Line and the Sixteenth Avenue and Greenpoint Lines, and between the Vanderbilt Avenue and the Gates Avenue Lines. Hearings were had on March 12, 1913, and on subsequent dates to February 17, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission concerning the regulation, practices, service and rates of fare of the NASSAU ELECTRIC RAILROAD COMPANY and THE BROOKLYN HEIGHTS RAILROAD COMPANY.

Case No. 1646,
Discontinuance Order
July 30, 1914

"Transfers between Bergen Street Line and Sixteenth Avenue and Greenpoint Lines; also between Vanderbilt Avenue Line and Gates Avenue Line."

A hearing having been duly held in the above entitled matter on March 12, 1913, and on adjourned dates to February 17, 1914, Hon. George V. S. Williams, Commissioner, presiding, George D. Yeomans, Esq., by A. M. Williams, Esq., C. L.

Woody, Esq., M. B. Hoffman, Esq., and D. A. Marsh, Esq., appearing for the Nassau Electric Railroad Company and The Brooklyn Heights Railroad Company, and Harry M. Chamberlain, Esq., attending for the Commission; and testimony having been taken; and it appearing that in another proceeding before the Commission known as Case No. 1801 an order was made on March 17, 1914, as modified by an order made on March 27, 1914, with reference to the subject matter of this proceeding; it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued, without prejudice, however, to any further or other hearing or the making of any order or orders with reference to the subject matter of this proceeding.

Nassau Electric Railroad Company et al.—Through routes and joint rates on street surface railroad lines in Boroughs of Brooklyn and Queens

**Case No. 1688,
Discontinuance Order**

This proceeding was begun upon motion of the Commission as to rates of fare upon connecting or intersecting lines of street railroads of the Coney Island and Brooklyn Railroad Company, the Brooklyn Heights Railroad Company, the Coney Island and Gravesend Railway Company, the Brooklyn, Queens County and Suburban Railroad Company, the Nassau Electric Railroad Company and the New York Consolidated Railroad Company, in the Boroughs of Brooklyn and Queens. Hearing was had on June 19, 1913.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE
Hearing on the motion of the Commission as to rates of fare upon connecting or intersecting lines of STREET RAILROAD in the Boroughs of Brooklyn and Queens, City of New York.

Case No. 1688,
Order of Discontinuance
November 13, 1914

A hearing having been held in the above entitled proceeding on June 29, 1913, and later a comprehensive transfer system having been ordered by this Commission in Case 1801, it is

Ordered, That this proceeding, known as Case No. 1688, be and the same hereby is in all respects discontinued.

New York Central and Hudson River Railroad Company—Rules and regulations for "spotting" cars

**Case No. 1827,
Order Suspending Tariff and Directing
Hearing**

The New York Central and Hudson River Railroad Company on May 26, 1914, filed with the Commission a tariff schedule providing a rate for "spotting" cars at stations named in such schedule, which schedule is described as follows: New York Central and Hudson River Railroad Company, P. S. C.—1 N. Y.—No. 301, and contained new transportation conditions and increased the cost of transportation to various shippers and consignees named in such schedule and operated to apply specific regulations affecting the cost and value of the service rendered by the filing carrier to various shippers and consignees.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE
New freight tariff of the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY, P. S. C. 1 N. Y.—No. 301, containing regulations and charges for "spotting" cars.

Case No. 1827,
Order Suspending Rate and
Directing Hearing
May 26, 1914

A certain tariff schedule having been filed with this Commission by the New York Central and Hudson River Railroad Company, providing rate for "spotting" cars at stations named in such schedule, which schedule is described generally as fol-

lows: New York Central and Hudson River Railroad Company, P. S. C.—1 N. Y.—No. 301, and containing new transportation conditions and increasing the cost of transportation to various shippers and consignees named in said schedule and operate to apply specific regulations affecting the cost and value of the service rendered by the filing carrier to said shippers and consignees, it is

Ordered, That the Commission shall, without formal pleading, enter upon a hearing concerning the lawfulness of the rates, charges, regulations and practices stated in the said schedule as applying to traffic carried wholly within the City of New York; that the effective date of the schedule above specified as applying to such traffic be and is hereby postponed pending said hearing and decision thereon; and that the operation of the said schedule be and is hereby suspended and the use of the rates, regulations and practices therein stated deferred upon traffic carried wholly within the City of New York until the 20th day of September, 1914, unless the Commission by order entered herein shall determine otherwise as to the effective date or the lawfulness in whole or in part of said schedule.

It is further ordered, That a copy hereof be forthwith served upon the aforesaid carrier party to said schedule; that said carrier party to said schedule, be and it hereby is made respondent in this proceeding and that it be duly notified of the time and place of hearing hereafter to be fixed herein.

It is further ordered, That notice of the suspension of the effective date of said schedule and of the hearing herein shall be given to the corporation named as an industry in said schedule as located within the City of New York.

New York Central and Hudson River Railroad Company and New York, New Haven and Hartford Railroad Company — Facilities and charges for checking packages at Grand Central Station

Case No. 1780

This proceeding was begun upon motion of the Commission as to charges and facilities of the New York Central and Hudson River Railroad Company and the New York, New Haven and Hartford Railroad Company for checking packages at the Grand Central Station. Hearings were had on September 18, 1913, and on subsequent dates to October 28, 1913, when the hearing was adjourned subject to call. On October 7, 1913, the Commission adopted a resolution authorizing counsel to bring an action in court to compel the testimony of a certain witness who had refused to answer certain questions and produce books, documents or papers necessary in this proceeding. On May 15, 1914, the Appellate Division of the Supreme Court, for the First Department, handed down a decision reversing the order of Justice Seabury punishing a certain witness for contempt for refusing to answer questions asked him in this proceeding. No further action during 1914. An appeal was taken by the Commission to the Court of Appeals. Matter pending.

New York Consolidated Railroad Company and Long Island Railroad Company — Passenger rates on Rockaway Beach Line

Case No. 1750, Final Order Extension Order Denial Order

This proceeding was begun upon motion of the Commission concerning the rates, fares and charges of the New York Consolidated Railroad Company and the Long Island Railroad Company, or either of them, for the transportation of passengers on the Rockaway Beach Line. Hearing was had on November 11, 1913.

Thereupon the Commission issued the following order:

<p style="text-align: center;">IN THE MATTER</p> <p style="text-align: center;">OF THE</p> <p>Hearing on the motion of the Commission concerning the rates, fares and charges of the NEW YORK CONSOLIDATED RAILROAD COMPANY and THE LONG ISLAND RAILROAD COMPANY, or either of them, for the transportation of passengers on the Rockaway Beach Line.</p>	<p style="text-align: right;">Case No. 1750, Order July 31, 1914</p>
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A hearing having been duly had by and before the Commission in the above entitled matter on November 11, 1913, Commissioner Williams presiding, H. M. Chamberlain, Assistant Counsel, attending for the Commission; D. A. Marsh

appearing for the New York Consolidated Railroad Company, and C. L. Addison appearing for The Long Island Railroad Company;

And it appearing after the proceedings on said hearing that although the regular rate of fare established by said corporations for through transportation on the Rockaway Beach Line (via Chestnut Street Junction), between Rockaway Park and points west of Chestnut Street Junction, in either direction, is fifteen cents, and that said companies never demand, exact, charge or collect more than said amount from westbound passengers, but do demand, exact, charge and collect more than said amount from eastbound passengers unless such passengers are in possession of tickets;

And the Commission being of the opinion after said hearing that said fares so demanded, exacted, charged and collected in excess of said regular established rates of fare are and each of them is unjust, unreasonable, unjustly discriminatory and unlawful;

And the Commission having determined after said hearing that the just and reasonable fares to be hereafter observed and in force as the maximum to be charged for such transportation shall be as hereinafter prescribed;

It is ordered and determined, That the just and reasonable fares to be hereafter observed and in force as the maximum to be charged for the transportation of passengers between the following points be and the same hereby are fixed as follows: For through transportation over said line (via Chestnut Street Junction) between Rockaway Park and points west of Chestnut Street Junction, in either direction, not exceeding in the aggregate fifteen cents, whether such passengers are provided with tickets or not.

Further ordered, That this order shall take effect on the 8th day of August, 1914, and shall continue in force until changed or abrogated by further order of the Commission.

Further ordered, That said New York Consolidated Railroad Company and said The Long Island Railroad Company notify this Commission on or before August 8, 1914, whether the terms of this order are accepted and will be obeyed.

Application in writing dated August 8, 1914, having been made by the New York Consolidated Railroad Company for an extension of time to September 8, 1914, within which to notify the Commission whether the terms of the order of July 31, 1914, were accepted and would be obeyed, the Commission, on August 21, 1914, issued an order (see blank form of extension order, page 380) confirming the order of Commissioner Williams, dated August 12, 1914, granting an extension of time to August 17, 1914.

Application in writing having been made by the New York Consolidated Railroad Company and the Long Island Railroad Company for a rehearing in this matter, the Commission, on August 21, 1914, issued an order denying the application.

New York Edison Company—Complaint of George Stadlander *et al.* as to rate for electricity in Manhattan and The Bronx

Case No. 1395

This proceeding was begun upon the complaint of George Stadlander and others against the New York Edison Company on the question of rates for electricity in the Boroughs of Manhattan and The Bronx. Hearings were had during 1911 and 1912 to December 23d, when the hearing was adjourned to January 23, 1913. On December 20, 1912, the Commission rendered an opinion with respect to preferential and discriminatory provisions contained in certain contracts of the company for the supply of electric current (see 3 P. S. C. R. [1st Dist. N. Y.], 400). Hearings were continued on January 23, 1913, and on subsequent dates to July 2, 1913, when the hearing was adjourned subject to call. Hearing was continued on July 28 and July 30, 1914, when the hearing was closed. Upon petition of the New York Edison Company, the Commission on October 23, 1914, directed that the case be reopened and that further hearing be had on November 9, 1914, for the purpose of receiving new and additional testimony. Further hearings were had on November 9, 1914, and on subsequent dates to December 4, 1914, when the further hearing was closed.

Newtown Gas Company—Complaint of A. Herrmann *et al.* as to rate for gas in Second Ward, Borough of Queens

Case No. 1610,

Resolution Reopening Proceeding

This proceeding was begun upon the complaint of A. Herrmann *et al.* as to the rate for gas charged by the Newtown Gas Company in the Second Ward, Borough of Queens. Hearings were had on January 28 and on subsequent dates to May 1, 1913. On May 2, 1913, the Commission issued an order discontinuing the pro-

ceeding without prejudice to the rights of the company and the complainants after May 1, 1914, an adjustment having been reached whereby the maximum price to be charged by the company for gas in the Second Ward for a period of one year from May 1, 1913, would be ninety-five cents per thousand cubic feet. The complainants having made application to the Commission that the proceeding be reopened, the Commission, on June 2, 1914, adopted a resolution directing that the proceeding be reopened and that a further hearing be had on June 12, 1914. Further hearings were had on June 12, 1914, and on subsequent dates to December 7, 1914, when the hearing was adjourned to January 11, 1915. No further action.

**Nassau Electric Railroad Company and Brooklyn Heights Railroad Company —
Exchange of transfers**

**Case No. 1538,
Discontinuance Order**

This proceeding was begun upon motion of the Commission concerning the regulations, practices, service and rates of fare of the Nassau Electric Railroad Company and the Brooklyn Heights Railroad Company on the Ocean Avenue and Church Avenue Lines of the Nassau Electric Railroad Company, and on the Greenpoint, Lorimer Street, Flushing Avenue, Graham Avenue, Flushing-Knickerbocker, Myrtle Avenue, Gates Avenue, Putnam Avenue, Fulton Street and Nostrand Avenue Lines of the Brooklyn Heights Railroad Company.

Hearings were had on July 30, 1912, and on subsequent dates to February 17, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission concerning the regulations, practices, service and rates of fare of the NASSAU ELECTRIC RAILROAD COMPANY and THE BROOKLYN HEIGHTS RAILROAD COMPANY, in the Boroughs of Brooklyn and Manhattan, City of New York.

**Case No. 1538,
Discontinuance Order
July 30, 1914**

A hearing having been duly held in the above entitled matter on July 30, 1912, and on adjourned dates to February 17, 1914, Hon. George V. S. Williams, Commissioner, presiding, George D. Yeomans, Esq., by A. M. Williams, Esq., C. L. Woody, Esq., M. B. Hoffman, Esq., and D. A. Marsh, Esq., appearing for the Nassau Electric Railroad Company and The Brooklyn Heights Railroad Company, and Harry M. Chamberlain, Esq., attending for the Commission; and testimony having been taken; and it appearing that in another proceeding before the Commission known as Case No. 1801 an order was made on March 17, 1914, as modified by an order made on March 27, 1914, with reference to the subject matter of this proceeding; it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued, without prejudice, however, to any further or other hearing or the making of any order or orders with reference to the subject matter of this proceeding.

**New York Edison Company — Complaint of Julius Ewoldt *et al.* as to rate
for electricity in Manhattan and The Bronx**

Case No. 1492

This proceeding was begun upon the complaint of Julius Ewoldt and others against the New York Edison Company on the question of rates for electricity in the Boroughs of Manhattan and The Bronx. Hearings were had during 1912, to December 23d, when the hearing was adjourned to January 23, 1913. On December 20, 1912, the Commission rendered an opinion with respect to preferential and discriminatory provisions contained in certain contracts of the company for the supply of electric current (see P. S. C. R. [1st Dist. N. Y.], 490). Hearings were continued on January 23, 1913, and on subsequent dates to July 2, 1913, when the hearing was adjourned subject to call. Hearing was continued on July 28 and 30, 1914, when the hearing was closed. Upon petition of the New York Edison Com-

pany, the Commission, on October 28, 1914, directed that the case be reopened and that further hearing be had on November 9, 1914, for the purpose of receiving new and additional testimony. Further hearings were had on November 9, 1914, and on subsequent dates to December 4, 1914, when the further hearing was closed.

New York Edison Company—Complaint of Saks and Company as to discrimination in charges for electric current

Case No. 1629,

Order after Rehearing

This proceeding was begun upon the complaint of Saks and Company against the New York Edison Company as to alleged discrimination in charges for electric current. Hearings were had on February 14 and on subsequent dates to March 7, 1913. On April 1, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 139), and issued an order requiring the company to cancel the rider entitled "Substation Service" which provided that a reduction of one-half cent a kilowatt hour be made from the price of current to a consumer receiving current direct from a substation of the New York Edison Company located on the consumer's premises, and to file with the Commission and post its printed notice or supplement accordingly. The company having made application in writing for a rehearing, rehearsings were had on April 28 and on subsequent dates to May 5, 1913.

On February 6, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 119). Thereupon the Commission issued the following order:

IN THE MATTER
OF THE
Complaint of SAKS & COMPANY against THE NEW YORK
EDISON COMPANY.

Case No. 1629,
Order After Rehearing
February 6, 1914

An order having been made in this case on April 1, 1913, and The New York Edison Company having applied for a rehearing in respect of the matters determined in said order, and a resolution having been adopted on April 22, 1913, granting said rehearing, and said rehearing having been held before Mr. Commissioner Maltbie beginning on April 28, 1913, Henry J. Hemmens appearing as counsel for said The New York Edison Company, it is

Ordered, That said order of April 1, 1913, be and the same hereby is in all respects confirmed. And it is further

Ordered, That within five (5) days after service of a copy of this order upon it said The New York Edison Company notify the Commission whether said order of April 1, 1913, so confirmed as aforesaid, is accepted and will be obeyed.

New York Railways Company and Belt Line Railway Corporation—Service and transfers on 23d Street Crosstown, Ninth Avenue, Broadway-Columbus, Broadway-Amsterdam and 59th Street Crosstown Lines

Case No. 1820,

Hearing Resolution

Final Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices, service and rates of fare of the New York Railways Company and the Belt Line Railway Corporation in respect to the transportation of passengers. The Commission on May 12, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on May 18, 1914. Hearings were had on May 18 and 25, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE
Hearing on the motion of the Commission concerning
the regulations, practices, service and rates of fare
of the NEW YORK RAILWAYS COMPANY and the BELT
LINE RAILWAY CORPORATION in respect to the trans-
portation of passengers within the First District.

Case No. 1820,
Final Order
May 26, 1914

A hearing having been had by and before the Commission in the above entitled matter on May 18 and May 25, 1914, Commissioner Eustis presiding, James L.

Quackenbush, General Attorney, by Henry J. Smith, of Counsel, appearing for the New York Railways Company, and Edward A. Maher, Jr., General Manager, appearing for the Belt Line Railway Corporation, and Edward M. Deegan, Assistant Counsel, attending for the Commission, and it appearing that the northerly terminus of the Ninth Avenue Line of the New York Railways Company was formerly at 65th street and Columbus avenue, but that the northerly terminus of said line as now operated is at 53d street and Ninth avenue, service north of that point on Ninth avenue being provided by the Broadway-Columbus Avenue Line, the Broadway-Amsterdam Avenue Line and the Sixth and Amsterdam Avenue Line of said New York Railways Company; and it appearing that the New York Railways Company and the Belt Line Railway Corporation fail to provide (1) for the transfer of passengers from said Ninth Avenue Line in connection with said Broadway-Columbus Avenue Line, Broadway-Amsterdam Avenue Line and Sixth and Amsterdam Avenue Line of said New York Railways Company, to the 59th Street Crosstown Line of the Belt Line Railway Corporation, or *vice versa*, without the payment of an additional fare, and (2) for the transfer of passengers from said Ninth Avenue Line in connection with said Broadway-Columbus Avenue Line, Broadway-Amsterdam Avenue Line and Sixth and Amsterdam Avenue Line, to said 59th Street Crosstown Line and the retransfer northbound to either the Madison Avenue Line or the Lexington Avenue Line of said New York Railways Company, or *vice versa*, without the payment of an additional fare, and said companies having by their representatives at the hearing agreed to accept an order requiring them to provide such transfers and retransfers without the payment of an additional fare,

Now, therefore, it is

Ordered,

(1) That said New York Railways Company and said Belt Line Railway Corporation be and they hereby are directed and required to operate their respective lines of street surface railroad hereinbefore mentioned and to issue transfers or other tokens thereon in accordance with the schedule hereto attached and made a part hereof and marked "Schedule A"; which transfers or other tokens shall be honored, received and accepted on cars of other lines at the points and on the lines specified in said schedule in lieu of the payment of cash fare on such cars; such transfers or other tokens to be issued upon demand and without extra charge after payment of a single cash fare on the line on which the passenger's journey originates; and said companies are and each of them is hereby directed and required to honor, receive and accept such transfers or other tokens in lieu of the payment of cash fare on such other line or lines to the end that after payment of a single cash fare the passenger paying the same shall be entitled without extra charge to make one continuous trip between any two points on said lines of street surface railroad as provided in said schedule.

(2) Nothing in this order shall be construed as in any way authorising the abandonment of any free transfer now given or an increase in any fare now charged.

(3) That this order shall take effect on the 1st day of July, 1914, and shall continue in force until changed or abrogated by further order of the Commission.

(4) That within ten days after the service of a copy of this order said companies notify the Commission whether the terms of this order are accepted and will be obeyed.

SCHEDULE A

1. Transfer from the Ninth Avenue Line at 53d street and Ninth avenue to the Broadway-Columbus Avenue Line northbound and then at 59th Street and Ninth avenue to the 59th Street Crosstown Line eastbound or westbound.

2. Transfer from the Ninth Avenue Line at 53d street and Ninth avenue to the Broadway-Amsterdam Avenue Line northbound and then at 59th street and Ninth avenue to the 59th Street Crosstown Line eastbound or westbound.

3. Transfer from the Ninth Avenue Line at 53d street and Ninth avenue to the Sixth and Amsterdam Avenue Line northbound and then at 59th street and Ninth avenue to the 59th Street Crosstown Line eastbound or westbound.

4. Transfer from the Ninth Avenue Line at 53d street and Ninth avenue to the Broadway-Columbus Avenue Line northbound and then at 59th street and Ninth avenue to the 59th Street Crosstown Line eastbound and then at 59th street and Madison avenue to the Madison Avenue Line northbound.

5. Transfer from the Ninth Avenue Line at 53d street and Ninth avenue to the Broadway-Columbus Avenue Line northbound and then at 59th street and Ninth avenue to the 59th Street Crosstown Line eastbound and then at 59th street and Lexington avenue to the Lexington Avenue Line northbound.

6. Transfer from the Ninth Avenue Line at 53d street and Ninth avenue to Broadway-Amsterdam Avenue Line northbound and then at 59th street and Ninth avenue to the 59th Street Crosstown Line eastbound and then at 59th street and Madison avenue to the Madison Avenue Line northbound.

7. Transfer from the Ninth Avenue Line at 53d street and Ninth avenue to the Broadway-Amsterdam Avenue Line northbound and then at 59th street and Ninth avenue to the 59th Street Crosstown Line eastbound and then at 59th street and Lexington avenue to the Lexington Avenue Line northbound.

8. Transfer from the Ninth Avenue Line at 53d street and Ninth avenue to the Sixth and Amsterdam Avenue Line northbound and then at 59th street and Ninth avenue to the 59th Street Crosstown Line eastbound and then at 59th street and Madison avenue to the Madison Avenue Line northbound.

9. Transfer from the Ninth Avenue Line at 53d street and Ninth avenue to the Sixth and Amsterdam Avenue Line northbound and then at 59th street and Ninth avenue to the 59th Street Crosstown Line eastbound and then at 59th street and Lexington avenue to the Lexington Avenue Line northbound.

10. Transfer from the Madison Avenue Line southbound at 59th street and Madison avenue to the 59th Street Crosstown Line westbound and then at 59th street and Ninth avenue to the Broadway-Columbus Avenue Line southbound and then at 53d street and Ninth avenue to the Ninth Avenue Line southbound.

11. Transfer from the Madison Avenue Line southbound at 59th street and Madison avenue to the 59th Street Crosstown Line westbound and then at 59th street and Ninth avenue to the Broadway-Amsterdam Avenue Line southbound and then at 53d street and Ninth avenue to the Ninth Avenue Line southbound.

12. Transfer from the Madison Avenue Line southbound at 59th street and Madison avenue to the 59th Street Crosstown Line westbound and then at 59th street and Ninth avenue to the Sixth and Amsterdam Avenue Line southbound and then at 53d street and Ninth avenue to the Ninth Avenue Line southbound.

13. Transfer from the Lexington Avenue Line southbound at 59th street and Lexington avenue to 59th Street Crosstown Line westbound and then at 59th street and Ninth avenue to the Broadway-Columbus Avenue Line southbound and then at 53d street and Ninth avenue to the Ninth Avenue Line southbound.

14. Transfer from the Lexington Avenue Line southbound at 59th street and Lexington avenue to the 59th Street Crosstown Line westbound and then at 59th street and Ninth avenue to the Broadway-Amsterdam Avenue Line southbound and then at 53d street and Ninth avenue to the Ninth Avenue Line southbound.

15. Transfer from the Lexington Avenue Line southbound at 59th street and Lexington avenue to the 59th Street Crosstown Line westbound and then at 59th street and Ninth avenue to the Sixth and Amsterdam Avenue Line southbound and then at 53d street and Ninth avenue to the Ninth Avenue Line southbound.

16. Transfer from the 59th Street Crosstown Line eastbound or westbound at Ninth avenue and 59th street to the Broadway-Columbus Avenue Line southbound and then at 53d street and Ninth avenue to the Ninth Avenue Line southbound.

17. Transfer from the 59th Street Crosstown Line eastbound or westbound at Ninth avenue and 59th street to the Broadway-Amsterdam Avenue Line southbound and then at 53d street and Ninth avenue to the Ninth Avenue Line southbound.

18. Transfer from the 59th Street Crosstown Line eastbound or westbound at Ninth avenue and 59th street to the Sixth and Amsterdam Avenue Line southbound and then at 53d street and Ninth avenue to the Ninth Avenue Line southbound.

Street Railroad Corporations in the Borough of Manhattan—Rates of fare upon connecting or intersecting lines of street railroad

Case No. 1364,
Discontinuance Order

This proceeding was begun upon motion of the Commission on the question of rates of fare upon connecting or intersecting lines of street railroad in the Borough of Manhattan. Hearings were had during 1911, and on July 11, 1911, the Commission issued an order requiring through routes and joint rates at connecting and intersecting points therein specified. Thereafter hearings were had as to the maximum joint rates and fares to be prescribed, and on December 5, 1911, the Commission rendered an opinion (see 2 P. S. C. R. [1st Dist. N. Y.], 735), and issued an order establishing through routes and prescribing the maximum joint rates and adjourned the proceeding to January 15, 1912, pending notification to the Commission by the companies as to the acceptance of the order or as to an agreement for the division of the fares. At a meeting of the Commission on December 30, 1911, there were presented writs of certiorari (which had previously been served upon the Commission) to review the order of December 5, 1911, in proceedings brought in the Supreme Court, New York, by the People of the State of New York *ex rel.* Third Avenue Railroad Company *et al.* against the Public Service Commission for the First District *et al.*; People of the State of New York *ex rel.* Frederick W. Whitridge, as receiver of the Dry Dock, East Broadway and Battery Railroad Company, against the Public Service Commission for the First District *et al.*; People of the State of New York *ex rel.* Frederick W. Whitridge, as receiver of the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company, against the Public Service Commission for the First District *et al.*; People of the State of New York *ex rel.* Adrian H. Joline *et al.*, as receivers of the Metropolitan Street Railway Company, against the Public Service Commission for the First District *et al.*; People of the State of New York *ex rel.* Central Park, North and East River Railroad Company against the Public Service Commission for the First District *et al.*; and People of the State of New York *ex rel.* Second Avenue Railroad Company of the City of New York *et al.* against the Public Service Commission for the First District *et al.* Returns to these writs were thereafter filed by the Commission. Further hearings were had on January 15, 1912, and on subsequent dates to November 26, 1912.

The Commission issued the following orders during 1912:

February 18th. Order allowing intervention by the Third Avenue Railway Company.
 October 22d. Order allowing intervention by the New York Railways Company.
 October 29th. Order after rehearing changing order establishing through routes
 and prescribing maximum joint rates made and filed herein
 December 5, 1911.

On January 21, 1913, the Commission adopted a memorandum (see 4 P. S. C. R. [1st Dist. N. Y.], 18). On January 21, 1913, the Commission issued an order discontinuing further proceedings under and pursuant to the order of December 5, 1911, the said order having been superseded by an order of October 29, 1912.

On July 30, 1914, the Commission issued the following order:

IN THE MATTER
 OF THE
 Hearing on the motion of the Commission as to rates
 of fare upon connecting or intersecting lines of
 STREET RAILROAD, in the Borough of Manhattan, City
 of New York.

Case No. 1364,
 Order Discontinuing Further Proceedings Supplementary to Order of
 October 29, 1912
 July 30, 1914

The Commission having made and filed its order herein under date of October 29, 1912, amending the order made and filed herein on December 5, 1911, and establishing certain through routes and joint rates, and in and by said order having adjourned this proceeding pending notification to the Commission as to the acceptance of said order or as to the agreement for the division of fares, and it appearing to the Commission that the Commission has been notified of the acceptance of said order of October 29, 1912, and that said order has been put in force, it is

Ordered, That further proceedings before the Commission under and pursuant to the said order of October 29, 1912, be and the same hereby are discontinued.

South Brooklyn Railway Company, New York Consolidated Railroad Company (successor to Brooklyn Union Elevated Railroad Company, Canarsie Railroad Company and Sea Beach Railway Company), Nassau Electric Railroad Company, Brooklyn Heights Railroad Company and Brooklyn, Queens County and Suburban Railroad Company — Fares to and from Coney Island

Case No. 1375,
 Discontinuance Order

This proceeding was begun upon motion of the Commission on the question of rates and fares charged and collected by the above mentioned companies for the transportation of persons to and from Coney Island. Hearings were had on July 24, 1911, and on subsequent dates throughout 1911 and 1912 to January 31st. On February 21, 1912, the Commission rendered an opinion (see 3 P. S. C. R. [1st Dist. N. Y.], 106), and issued an order discontinuing the proceeding without prejudice, however, to any other and future proceeding touching the subject matter embraced in this proceeding. The Van Sicken Taxpayers' Association having presented to the Commission its petition asking that this proceeding be reopened and that the commutation plan be modified in certain respects as therein stated, and the New York Consolidated Railroad Company having been formed through the consolidation of the Brooklyn Union Elevated Railroad Company, the Canarsie Railroad Company and the Sea Beach Railway Company, the Commission, on December 16, 1913, issued an order amending the title of the proceeding by substituting the New York Consolidated Railroad Company for the Brooklyn Union Elevated Railroad Company, the Canarsie Railroad Company and the Sea Beach Railway Company, and directing that the proceeding be reopened and that a further hearing be had therein on December 29, 1913. Further hearings were had on that date and on subsequent dates to February 5, 1914.

Thereupon the Commission issued the following order :

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of the rates and fares charged and collected by the SOUTH BROOKLYN RAILROAD COMPANY, the NEW YORK CONSOLIDATED RAILROAD COMPANY, the NASSAU ELECTRIC RAILROAD COMPANY, the BROOKLYN HEIGHTS RAILROAD COMPANY and the BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY.

Order No. 1375,
Order after Further
Hearing
February 10, 1914

Pending the hearing and determination of the above entitled proceeding, the companies originally cited in this proceeding having agreed to put into operation a certain commutation plan under which between September 15th and May 15th the companies operating the service between Coney Island and Manhattan would extend a five-cent rate of fare between the hours of 4 and 7 P. M. from Manhattan to Coney Island and intervening points, and would also make the same rate of fare available for school children at such hours as would meet their requirements, such rate of fare to apply on week days except holidays, and thereupon on February 6, 1912, an order having been made discontinuing this proceeding, and the Van Siclen Taxpayers' Association, parties to this proceeding, having presented to this Commission its petition dated November 11, 1913, wherein they asked that the proceeding be reopened, and the Commission having on December 16, 1913, adopted a resolution reopening said proceeding and having on the same day adopted a resolution amending the title of this proceeding by substituting the New York Consolidated Railroad Company in place of the Brooklyn Union Elevated Railroad Company and Sea Beach Railway Company, and a hearing having been held on December 20, 1913, and subsequent days, before Honorable George V. S. Williams, Commissioner, J. R. Abarbanell appearing as counsel for the petitioners, John J. A. Rogers appearing as counsel for the Broadway Board of Trade, George D. Yeomans and A. M. Williams appearing as counsel for the New York Consolidated Railroad Company and others, and Henry H. Whitman, Assistant Counsel to the Commission, attending, and counsel for the New York Consolidated Railroad Company and others having offered to modify said commutation plan as follows: That between September 15th and May 15th the companies operating the service between Coney Island and Manhattan will extend a five-cent rate of fare between the hours of 5 and 9 A. M. from Coney Island and between the hours of 2 and 8 P. M. from Manhattan to Coney Island and intervening points, such rate of fare to apply on week days except holidays, and that all unused and undetached commutation tickets will be redeemed at the price paid for them, such modified commutation plan to apply to all commutation tickets hereafter sold, and said modified commutation plan having been accepted by counsel for the petitioners, it is

Ordered, That this proceeding be and the same hereby is discontinued.

Staten Island Rapid Transit Railway Company—Rules and regulations for "spotting" cars

Case No. 1831.

Order Suspending Tariff and Directing
Hearing

The Staten Island Rapid Transit Railway Company filed with the Commission a tariff schedule providing a rate for "spotting" cars at stations named in such schedule, which schedule is described generally as follows: Staten Island Rapid Transit Railway Company, P. S. C.—1 N. Y.—No. 228, and contained new transportation conditions and increased the cost of transportation to various shippers and consignees named in such schedule and operated to apply specific regulations affecting the cost and value of the service rendered by the filing carrier to various shippers and consignees.

Thereupon the Commission issued the following order :

IN THE MATTER

OF

New freight tariff of the STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY, P. S. C.—1 N. Y.—No. 228, containing regulations and charges for "spotting" cars.

Case No. 1831.
Order Suspending Rate and
Directing Hearing
June 12, 1914

A certain tariff schedule having been filed with this Commission by the Staten Island Rapid Transit Railway Company, providing rate for "spotting" cars at

stations named in such schedule, which schedule is described generally as follows: Staten Island Rapid Transit Railway Company, P. S. C.—1 N. Y.—No. 228, and containing new transportation conditions and increasing the cost of transportation to various shippers and consignees named in said schedule and operates to apply specific regulations affecting the cost and value of the service rendered by the filing carrier to said shippers and consignees; it is

Ordered, That the Commission shall, without formal pleading, enter upon a hearing concerning the lawfulness of the rates, charges, regulations and practices stated in the said schedule as applying to traffic carried wholly within the City of New York; that the effective date of the schedule above specified as applying to such traffic be and is hereby postponed pending said hearing and decision thereon; and that the operation of said schedule be and is hereby suspended and the use of the rates, regulations, and practices therein stated deferred upon traffic carried wholly within the City of New York until the 20th day of September, 1914, unless the Commission by order entered herein shall determine otherwise as to the effective date or the lawfulness in whole or in part of said schedule.

It is further ordered, That a copy hereof be forthwith served upon the aforesaid carrier party to said schedule; that said carrier, party to said schedule, be and it hereby is made respondent in this proceeding and that it be duly notified of the time and place of hearing hereafter to be fixed herein.

It is further ordered, That notice of the suspension of the effective date of said schedule and of the hearing herein shall be given to the corporations named as industries in said schedule as located within the City of New York.

Union Railway Company of New York City, Third Avenue Railway Company and Forty-second Street, Manhattanville, and St. Nicholas Avenue Railway Company—Exemption from exchange of transfers on 125th street and other streets, Borough of Manhattan

Case No. 1792,
Hearing Resolution
Opinion

This proceeding was begun upon the motion of the Commission on the question of relieving the Union Railway Company of New York City, the Third Avenue Railway Company and the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company from the obligation imposed by Subdivision 7 of Section 49 of the Public Service Commissions Law as to the exchange of transfers at certain intersecting points on 125th street and other streets, Borough of Manhattan, if, as a result of securing a franchise for an extension of its street surface railroad, the Union Railway Company of New York City made a trackage agreement with the other companies. The Commission on January 27, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on February 3, 1914. A hearing was held on February 3, 1914. On February 6, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 115), determining that, if the Union Railway Company of New York City should present a formal application after it had accepted a certain franchise, the consideration of which was pending before the Board of Estimate and Apportionment of the City of New York, for street railroad extensions to connect the company's Bronx lines with the Willis Avenue bridge and to extend its service over the Willis Avenue bridge to 125th street, and on 125th street to the North river, favorable action would be taken to exempt the companies from the obligation to exchange transfers at the points mentioned; and the Commission directed its Secretary to advise the Board of Estimate of its action.

United Electric Light and Power Company—Complaint of Alonzo B. Kight as to refusal to extend conjunctional service rate

Case No. 1638,
Extension Order

This proceeding was begun upon the complaint of Alonzo B. Kight against the United Electric Light and Power Company as to a refusal by the latter to extend to him its conjunctional service rate. Hearings were had on February 24 and on subsequent dates to March 5, 1913. On August 1, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 375), and issued an order directing the company to cancel Riders 20, 22 and 24 and to file with the Commission and post its printed notice or supplement accordingly. Application having been made by the company for a further extension of time within which to comply with certain requirements of the order of August 1, 1913, regarding the cancellation of

Riders 20 and 24, the Commission on January 16, 1914, issued an order (see blank form of extension order, page 379) granting a further extension of time to February 2, 1914.

United Electric Light and Power Company—Complaint of Electrical Inspection and Audit Corporation, in behalf of Marshall P. Wilder, as to Rider No. 28, relating to Tenants' Sub-Meters

Case No. 1798,

Hearing Resolution

This proceeding was begun on the complaint of the Electrical Inspection and Audit Corporation, on behalf of Marshall P. Wilder, as to tariff supplement No. 7, filed by the United Electric Light and Power Company with the Commission and designated as Rider No. 28, "Tenants' Sub-Meters." The Commission on February 17, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on February 20, 1914. Hearings were had on February 20, 1914, and on subsequent dates to April 3, 1914, when the hearing was closed.

United Electric Light and Power Company—Charges and regulations for electric service, with special reference to proposed Contract Riders Nos. 20 and 28

Case No. 1800,

Hearing Resolution

This proceeding was begun upon motion of the Commission as to the charges and regulations of the United Electric Light and Power Company with special reference to proposed Contract Riders Nos. 20 and 28. The Commission on March 3, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on March 6, 1914. Hearings were had on March 6, 1914, and on subsequent dates to April 3, 1914, when the hearing was closed.

Van Brunt Street and Erie Basin Railroad Company, Coney Island and Brooklyn Railroad Company, Coney Island and Gravesend Railway Company, Brooklyn, Queens County and Suburban Railroad Company, Nassau Electric Railroad Company and Brooklyn Heights Railroad Company—Through routes and joint rates

Case No. 1851,

Hearing Resolution
Final Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices, service and rates of fare of the Van Brunt Street and Erie Basin Railroad Company, Coney Island and Brooklyn Railroad Company, Coney Island and Gravesend Railway Company, Brooklyn, Queens County and Suburban Railroad Company, Nassau Electric Railroad Company and Brooklyn Heights Railroad Company. The Commission on July 1, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on July 9, 1914. Hearings were had on July 9, 1914, and on subsequent dates to October 20, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission concerning the regulations, practices, service and rates of fare of the VAN BRUNT STREET AND ERIE BASIN RAILROAD COMPANY, the CONEY ISLAND AND BROOKLYN RAILROAD COMPANY, the CONEY ISLAND AND GRAVESEND RAILWAY COMPANY, the BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY, the NASSAU ELECTRIC RAILROAD COMPANY and the BROOKLYN HEIGHTS RAILROAD COMPANY.

Case No. 1851,
Order
November 6, 1914

A hearing having been duly had in the above entitled matter on July 9, 1914, and certain adjourned dates to and including October 20, 1914,

Ordered.

(1) That the Van Brunt Street and Erie Basin Railroad Company (operating the Van Brunt Street Line), the Coney Island and Brooklyn Railroad Company, the Coney Island and Gravesend Railway Company, the Brooklyn, Queens County and Suburban Railroad Company, the Nassau Electric Railroad Company and the Brooklyn Heights Railroad Company be and they hereby are directed and required on or before November 16, 1914, to establish and thereafter maintain through routes and joint rates, fares and charges over their lines of street surface railroad by operating their respective lines of street surface railroad and issuing and accepting transfers or other tokens thereon at intersecting or connecting points in such manner and with such effect as to make said Van Brunt Street Line a "feeder line" in respect of and in connection with the lines of the other corporations mentioned (as the latter lines are now operated under and pursuant to the order of the Commission in Case No. 1801 dated March 17, 1914, as amended and extended by orders dated March 27, 1914, and May 1, 1914) within the meaning of the term "feeder line" as defined and used in and by said order in Case No. 1801 as amended and extended as aforesaid; so that all passengers traveling to or from any point or points on said line of the Van Brunt Street and Erie Basin Railroad Company, after payment of a cash fare of five cents, shall have the same rights they now would have if said line were now included as a "feeder line" in said order in Case No. 1801. A copy of said order in Case No. 1801 as amended and extended is hereto annexed and made a part hereof.

(2) That the lines affected by this order and the companies by which they are respectively operated are the same as stated in said order of the Commission in Case No. 1801, with the addition of the Van Brunt Street Line operated by the Van Brunt Street and Erie Basin Railroad Company.

(3) That the directions in which cars are operated on said Van Brunt Street Line, the points of intersection or connection and the lines as to which said line shall be a "feeder line" are as follows:

VAN BRUNT STREET LINE
(Feeder Line)

Westbound — toward Hamilton Ferry

Eastbound — toward Erie Basin

Van Brunt Street and Hamilton Avenue:

Westbound to the Fifteenth Street, Hamilton Ferry (Coney Island and Brooklyn Railroad) and Hamilton Avenue Lines eastbound and vice versa

Hamilton Avenue and Sackett Street:

Westbound to the Union Street and Hoyt and Sackett Street Lines eastbound and vice versa

(4) That said corporations be and they hereby are directed and required to operate their respective lines of street surface railroad and to issue transfers or other tokens thereon in accordance with the requirements of said order in Case No. 1801 and in accordance with the foregoing provisions of this order, which transfers or other tokens shall be honored, received and accepted on cars of other lines at the points and on the lines specified herein and in said order in Case No. 1801 in lieu of the payment of cash fare on such cars; such transfers or other tokens to be issued upon demand and without extra charge after payment of a single cash fare on the line on which the passenger's journey originates or on tender of evidence of such payment on any line or lines on which the passenger is entitled to continue his journey as hereinbefore provided; and said companies are and each of them is hereby directed and required to honor, receive and accept such transfers or other tokens in lieu of the payment of cash fare on such other line or lines and to grant feeder rights, feeder privileges and connecting feeder privileges as provided herein and in said order in Case No. 1801; to the end that after payment of a single cash fare the passenger paying the same shall be entitled without extra charge to make one continuous trip between any two points on said lines of street surface railroad as hereinbefore provided.

(5) That the maximum joint rate, fare or charge to be exacted for such through transportation shall be a single fare of five cents.

(6) That on or before November 16, 1914, said corporations shall make an agreement between them as to the portion of such joint rates, fare or charge to which each of them shall be entitled.

(7) That a further hearing herein be held on the 16th day of November, 1914, at 10:30 o'clock in the forenoon, for the purpose of ascertaining whether such agreement has been made, and if such agreement shall not have been so made, for the purpose of declaring by supplemental order the portion of such joint rate, fare or charge to which each of the corporations affected thereby shall be entitled and the manner in which the same shall be paid and secured. If at that time it shall appear that through routes and joint rates, fares and charges have been established as required by this order, but that said corporations need more time within which to make an agreement as to the apportionment of the rate, a reasonable adjournment will be given for that purpose.

(8) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

(9) That on or before November 16, 1914, said companies shall notify the Commission whether the terms of this order are accepted and will be obeyed.

Further hearings pursuant to the order of November 6, 1914, were had on November 16, and on subsequent dates to December 11, 1914, when the further hearing was closed.

Woodhaven Gas Light Company—Complaint of Albert C. Schwarz *et al.* as to rate for gas in the Fourth Ward, Borough of Queens

Case No. 1787,
Hearing Resolution

This proceeding was begun upon complaint of Albert C. Schwarz *et al.* as to the rate charged by the Woodhaven Gas Light Company for gas in the Fourth Ward, Borough of Queens. The Commission on January 16, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on January 26, 1914. Hearings were had on January 26, 1914, and on subsequent dates to December 21, 1914, when the hearing was adjourned to January 7, 1915. No further action.

Woodhaven Gas Light Company, Richmond Hill and Queens County Gas Light Company and Jamaica Gas Light Company—Rates for gas in the Fourth Ward, Borough of Queens

Case No. 1807,
Hearing Resolution

This proceeding was begun upon motion of the Commission concerning the rates and charges for gas of the Woodhaven Gas Light Company, Richmond Hill and Queens County Gas Light Company and Jamaica Gas Light Company, in the Fourth Ward of the Borough of Queens. The Commission on March 17, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on April 1, 1914. Hearings were had on April 1, 1914, and on subsequent dates to December 21, 1914, when the hearing was adjourned to January 7, 1915. No further action.

ANNUAL AND OTHER REPORTS AND INFORMATION REQUIRED TO BE FILED BY CORPORATIONS

Baggage Corporations and Transfer Corporations—Form of annual report for year ending June 30, 1914

Case No. 1842,
Filing Order

IN THE MATTER

OF THE

Form of Annual Report for year ending June 30, 1914,
to be filed by BAGGAGE COMPANIES and TRANSFER
COMPANIES.

Case No. 1842,
Filing Order
June 27, 1914

It is hereby

Ordered, That every baggage company and every transfer company subject to the jurisdiction of this Commission shall make and file with the Commission on or before September 30, 1914, a report for the year ending June 30, 1914. Such report shall state the financial condition of the company in accordance with the definitions of Rule VIII of the Rules of Procedure of the Commission, a copy of which rule is hereto attached. The balance sheet and detailed statement of earnings and expenses required in said rule shall be rendered in accordance with the schedule of accounts filed by said company on or about October 15, 1913, pursuant to the order of the Commission in Cases 1742 and 1743.

Ordered, That the Secretary of this Commission serve on each of said corporations in the manner prescribed by law on or before June 30, 1914, a certified copy of this order.

RULE VIII. FINANCIAL CONDITION DEFINED

Wherever an applicant is required to set forth its financial condition, such financial condition shall be given so far as practicable in proper schedules annexed to and referred to and properly designated in the petition. Such schedules shall show the following:

- (1) Amount and kinds of stock authorized.
- (2) Amount and kinds of stock issued and outstanding.
- (3) Terms of preference of all preferred stock.

(4) Brief description of each mortgage upon property of the applicant giving date of execution, name of mortgagor, name of mortgagee or trustee, amount of indebtedness authorized to be secured thereby and amount of indebtedness actually secured.

(5) Number and amount of bonds authorized and issued, giving name of company which issued and describing each class separately, giving date of issue, par value, rate of interest, date of maturity and how secured.

(6) Other indebtedness giving same by classes and describing security, if any. A brief statement showing devolution or assumption of any of the foregoing debts upon or by any person or corporation, if the original liability has been transferred.

(7) Amount of interest paid during previous fiscal year and rate thereof. If different rates were paid, amount paid at each rate.

(8) Rate and amount of dividends paid during previous five years.

(9) Detailed statement of earnings and expenditures for and balance sheet showing conditions at the close of last fiscal year, unless already filed with the Commission as part of the annual report.

Baggage and Transfer Companies—Rates and schedules

Case No. 1889,
Filing Order

IN THE MATTER

OF

Filing with the Public Service Commission for the
First District rates and schedules by BAGGAGE COM-
PANIES and TRANSFER COMPANIES.

Case No. 1889,
Order
November 24, 1914

Whereas, the Public Service Commissions Law as amended by Chapter 344 of the Laws of 1918 extends the jurisdiction of the Commission to baggage companies and transfer companies,

Ordered,

Schedules
must be filed
thirty days
before taking
effect

Must be kept
open to public
inspection

Schedules
must be
printed

Title page

Contents of
Schedules

Section 1. That every baggage company and transfer company subject to the jurisdiction of the Public Service Commission for the First District shall at least thirty days before any schedule of rates or forms of contract go into effect file with the Commission and shall, for the same length of time, keep open to public inspection, printed schedules showing all rates and charges made, established or enforced or to be charged or enforced, all forms of contract or agreement and all rules and regulations relating to rates, charges or service used or to be used by such baggage company and transfer company.

Section 2. All schedules must be printed on hard calendered paper of good quality in sheet, pamphlet or book form, of 8 by 11 inches in size and from type of size not less than 6 point full face. Stereotype, Planograph or other printing press process may be used.

Section 3. The title page of every schedule shall show in full:

- (a) Name of issuing carrier.
- (b) The serial number of that schedule with the proper prefix.
- (c) The traffic and territory to which that schedule applies briefly stated.
- (d) Date of issue and date effective.
- (e) Name, title and address of officer by whom schedule is issued.

(f) On upper left-hand corner the words "Only one supplement to this schedule may be in effect at any time."

(g) On every schedule or supplement issued on less than thirty days' notice by permission or order of the Commission, notation in accordance with the terms of the special permission or order.

Section 4. Schedules shall contain in the order named:

(a) Explanation of reference marks and technical abbreviations used in these schedules.

(b) Such explanatory statement in clear and explicit terms regarding the matter contained in the schedule as may be necessary to remove all doubt as to its proper application.

(c) The rules and regulations governing the schedule with the title of each rule and regulation shown in bold type. Under their respective headings all of the rules, regulations, or conditions which in any way affect the rates named in the schedule shall be entered.

(d) The rates, explicitly stated, together with the names or designations of the places from and to which they apply, all arranged in a simple and systematic manner, showing where practicable the characteristics of delivery and pickup service.

Cancellation

Section 5.

(a) A schedule may be cancelled only by a supplement or by a superseding schedule.

(b) If a schedule is cancelled by the issuance of a similar schedule to take its place, cancellation notice must not be given by supplement but by notice printed in the new schedule.

(c) Cancellation of a schedule also cancels supplement of such schedule if any in effect.

Changes or Amendments

(d) A change in a schedule shall be known as an amendment and shall be printed in a supplement to the schedule which it amends, specifying such schedule by its P. S. C. number, and the amended item must always be printed in supplement in its entirety as amended.

(e) Any schedule may be changed upon statutory notice of thirty days or under special permission from the Commission upon shorter notice.

(f) Supplements to a schedule shall be numbered as consecutive supplements to that schedule and not be given new or separate P. S. C. numbers.

(g) There shall at no time be more than one supplement in effect to any schedule. The supplement must be reissued each time an amendment is made, and shall always contain all amendments to that schedule which are in force.

Time of taking effect of order

Section 6. All schedules and supplements thereto shall be filed with the Commission by an officer of the carrier.

Section 7. This order shall take effect on the 31st day of December, 1914, and shall continue in force until abrogated or modified by the Commission.

Section 8. Every baggage company and transfer company within the jurisdiction of the Public Service Commission for the First District shall notify the Commission within ten days after service of this order whether the terms of this order are accepted and will be obeyed.

Brooklyn Heights Railroad Company, Nassau Electric Railroad Company, New York Consolidated Railroad Company, South Brooklyn Railway Company, Brooklyn, Queens County and Suburban Railroad Company, Coney Island and Gravesend Railway Company and The Coney Island and Brooklyn Railroad Company—Information as to number of passengers transported on surface and elevated lines

Case No. 1870.
Filing Order
Abrogating Order

IN THE MATTER
OF

Requiring THE BROOKLYN HEIGHTS RAILROAD COMPANY, the NASSAU ELECTRIC RAILROAD COMPANY, the NEW YORK CONSOLIDATED RAILROAD COMPANY, the SOUTH BROOKLYN RAILWAY COMPANY, the BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY, the CONEY ISLAND AND GRAVESEND RAILWAY COMPANY, and THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY to furnish certain information as to the number of passengers transported on their respective lines from January 1, 1914, to June 30, 1914.

Case No. 1870.
Filing Order
September 15, 1914

Ordered, That The Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the New York Consolidated Railroad Company, the South Brooklyn Railway Company, the Brooklyn, Queens County and Suburban Railroad Company, the Coney Island and Gravesend Railway Company, and The Coney Island and Brooklyn Railroad Company shall file with this Commission, within five days after service of a copy of this order, specific answers to the following questions upon which the Commission needs information:

1. What is the total number of passengers carried on each surface railroad line and on each elevated railroad line operated by each of the said companies, respect-

ively, during the period from January 1, 1914, to June 30, 1914, giving the name of each line and for each line separately: the number of cars operated, the number of car trips, the number of revenue passengers and the number of transfer passengers; and combining portions of any line operated by several companies so as to show the operations upon the line as a unit?

Previous to the adoption of the foregoing order, the companies had filed reports with the Commission from which the data required by the order could be compiled by the employees of the Commission. On September 29, 1914, the Commission therefore adopted the following order:

CASE NO. 1870, ORDER ABROGATING FILING ORDER

(September 29, 1914)

It is hereby

Ordered, That the order duly made in the above entitled matter on September 15, 1914, directing the said companies to file answers to certain questions concerning the number of passengers transported on their respective lines, be and the same hereby is in all respects rescinded and abrogated.

Fifth Avenue Coach Company — Form of annual report for year ending June 30, 1914

Case No. 1846,
Filing Order

IN THE MATTER

OF THE

Form of Annual Report to be filed by the FIFTH
AVENUE COACH COMPANY.

Case No. 1840,
Filing Order
June 23, 1914

Ordered, That the Fifth Avenue Coach Company shall make and file with the Public Service Commission on or before September 30, 1914, a report for the year ending June 30, 1914, in the form prescribed by the Commission on or about June 23, 1914, for operating street and electric railroad corporations subject to its jurisdiction and printed and designated as "Annual Report Form E" (Serial Form R 68) in so far as said form is applicable to the affairs and circumstances of said Fifth Avenue Coach Company; *provided* that the operating expenses shall be stated in accordance with the classification followed by said Company in the report filed pursuant to the filing order in Case No. 1157, adopted by this Commission on or about August 27, 1909.

Ordered, That the Secretary serve upon the Fifth Avenue Coach Company on or before June 30, 1914, a certified copy of this order and two copies of the said form of report.

Gas Corporations — Filing information as to consumers' deposits

Case No. 1795,

Filing Resolution

Resolution Extending Time as to Filing
Answers

IN THE MATTER

OF

Deposits made by Consumers with GAS CORPORATIONS
furnishing gas within the First District.

Case No. 1795,
Resolution
February 5, 1914

Resolved, That each gas corporation under the jurisdiction of the Public Service Commission for the First District be and it hereby is required to answer the questions set forth below, insofar as said questions may have relation to the furnishing of gas, and to file with the Commission the answers to such questions on or before February 20, 1914:

- (1) What was the total number of consumers' accounts on December 31, 1913?
- (2) What was the total number of consumers' deposits on December 31, 1913?
- (3) What was the minimum amount of deposit required of consumers on December 31, 1913?
- (4) What was the maximum amount of deposit required of any consumer on December 31, 1913?

- (5) What was the average amount of all deposits on hand, exclusive of interest, on December 31, 1913?
 - (6) What use was made of deposit funds during 1913?
 - (7) What was the total number of consumers upon December 31, 1913, who had made deposits and had since discontinued service without withdrawing their deposits?
 - (8) What was the total amount of deposits on hand on December 31, 1913, from consumers who had discontinued service?
 - (9) What was the accrued interest on such deposits to December 31, 1913, at six per cent?
 - (10) What was the total number of withdrawals disapproved prior to December 31, 1913?
 - (11) What was the amount thereof and the reasons for disapproval?
 - (12) Furnish a blank copy of receipt given when withdrawal of a deposit is made.
 - (13) What was the total amount of interest paid on consumers' deposits during the year ending December 31, 1913?
 - (14) What was the total amount of deposits repaid to depositors during year ending December 31, 1913?
 - (15) What was the total number of deposits repaid to depositors during year ending December 31, 1913?
 - (16) What was the total amount of interest on deposits accrued and unpaid as of the date December 31, 1913?
 - (17) What was the total amount of consumers' deposits, exclusive of interest, held by the company December 31, 1913?
 - (18) What was the total amount of consumers' deposits on December 31, 1913, exclusive of interest, which have been held by the company for five years or less?
 - (19) What was the total number of consumers' deposits which have been held by the company for five years or less prior to December 31, 1913?
 - (20) On December 31, 1913, what was the total amount of consumers' deposits, without interest, which have been held by the company for more than five years?
 - (21) On December 31, 1913, what was the total number of consumers' deposits which have been held by the company for more than five years?
 - (22) On December 31, 1913, what was the total amount of consumers' deposits, without interest, which have been held by the company for twenty years or more?
 - (23) On December 31, 1913, what was the total number of consumers' deposits which have been held by the company for twenty years or more?
- Further resolved*, That each gas corporation under the jurisdiction of the Public Service Commission for the First District be and it hereby is required to file with the Commission on or before February 20, 1914, a copy of all rules and regulations relating in any way to consumers' deposits, including the making of deposits, their withdrawal and the payment of interest thereon.

Application in writing dated February 6, 1914, having been made by the Queens Borough Gas and Electric Company for an extension of time within which to file answers to certain questions, as required by resolution of February 5, 1914, the Commission on February 17, 1914, adopted a resolution (see blank form of extension resolution, page 380) extending to February 28, 1914, the time of each gas corporation affected by the resolution, for filing the answers.

Gas Corporations and Electrical Corporations—Form of annual report for 1913

Case No. 1776. Extension Orders

On December 23, 1913, the Commission issued an order requiring each gas corporation and electrical corporation under its jurisdiction, by February 28, 1914, to file an annual report for the year ending December 31, 1913.

Application dated January 5, 1914, having been made by the Queens Borough Gas and Electric Company for an extension of time within which to file its annual report for the year ending December 31, 1913, the Commission, on January 9, 1914, issued an order (see blank form of extension order, page 379), granting the desired extension to March 20, 1914.

Application dated February 26, 1914, having been made by the Richmond Light and Railroad Company for an extension of time within which to file its annual report for the year ending December 31, 1913, the Commission, on March 3, 1914, issued an order (see blank form of extension order, page 379), granting the desired extension to April 1, 1914.

Application dated February 27, 1914, having been made by the Brooklyn Union Gas Company, the Flatbush Gas Company, the Richmond Hill and Queens County Gas Light Company, the Jamaica Gas Light Company and the Woodhaven Gas Light Company for an extension of time within which to file their respective annual

reports for the year ending December 31, 1913, the Commission, on March 3, 1914, issued an order (see blank form of extension order, page 379), granting the desired extension to March 15, 1914.

Application dated March 5, 1914, having been made by the Newtown Gas Company for an extension of time within which to file its annual report for the year ending December 31, 1913, the Commission, on March 6, 1914, issued an order (see blank form of extension order, page 379), granting the desired extension to March 15, 1914.

Gas and Electrical Corporations — Annual report for 1914

Case No. 1897A,
Filing Order

IN THE MATTER

OF THE

Form of Annual Report for 1914 to be filed by GAS CORPORATIONS and ELECTRICAL CORPORATIONS within the jurisdiction of the Public Service Commission for the First District in accordance with Section 66 of the Public Service Commissions Law.

Case No. 1897-A,
Order Approving and Prescribing Form of Annual Report, etc.
December 22, 1914

The Public Service Commission for the First District being authorized and required by Section 66 of the Public Service Commissions Law to prescribe the form of report required under said Act to be made by gas corporations and electrical corporations subject to its jurisdiction; it is hereby

Ordered, That the form of annual report of all gas corporations and electrical corporations subject to the jurisdiction of the Commission for the year ending December 31, 1914, as the said form (Serial Form R-75) has been prepared by the Chief Statistician of the Commission, with the modifications hereinafter stated, and which form is now before the Commission, be, and the same is, hereby approved and prescribed by this Commission.

Folio 53.— Amend the second sentence of Inquiry No. 2 to read as follows: "State also the number of consumers or the number of contracts in each rate class and give kw. hrs. delivered, and the gross as well as net amounts of revenue, classified under the prescribed revenue accounts."

Folio 65.— In columns "r" and "v" include only consumers' meters and in columns "s" and "w" metered gas and electricity, respectively. In any available free space (or on inserts) give in addition the monthly sales of gas and electricity not metered.

Ordered, That every such corporation shall on or before February 28, 1915, make and file with this Commission a report in said form thus modified for the year ending December 31, 1914.

Ordered, That the Secretary of this Commission serve upon each of the said corporations, in the manner prescribed by law, on or before December 31, 1914, a certified copy of this order, and two copies of the form hereby prescribed, and that in serving upon each of said corporations a certified copy of this order, the Secretary shall notify each of such corporations of the policy of the Commission to make no extensions of the time within which reports are returnable except for cause duly shown.

Ordered, That in pursuance of Section 28 of the Public Service Commissions Law every person and corporation so served notify the Commission forthwith in writing of the receipt of the said certified copy of this order and the forms of annual report aforesaid, and that in the case of a corporation such notification be signed and acknowledged by a person or officer duly authorized by the corporation to admit such service.

Railroad and Street Railroad Corporations (Inchoate and Dormant)—Form of annual report for year ending June 30, 1914

Case No. 1837,
Filing Order
Extension Order

IN THE MATTER

OF THE

Form of Annual Report for the year ending June 30, 1914, to be filed by RAILROAD AND STREET RAILROAD CORPORATIONS having no road in commercial operation.

Case No. 1837,
Filing Order
June 23, 1914

It is hereby

Ordered, That the form of annual report for inchoate and dormant railroad and street railroad corporations which was printed and designated as Form C, Bureau

of Statistics and Accounts (Serial Form No. R 47) and adopted by this Commission on or about June 27, 1911, be and hereby is prescribed by this Commission as the form of annual report for the year ending June 30, 1914, required to be made and filed with said Commission on or before September 30, 1914, by every railroad corporation organized for the purpose of operating as a common carrier any railroad or street railroad, but upon which the commercial operation of trains or cars has not begun.

Ordered, That the Secretary of this Commission serve upon each of said corporations, in the manner prescribed by law, on or before June 30, 1914, a certified copy of this order, and two copies of the form hereby prescribed, and that in pursuance of Section 23 of the Public Service Commissions Law every person and corporation so served notify the Commission forthwith in writing of the receipt of the said certified copy of this order and the forms of annual report aforesaid, and that in the case of a corporation such notification be signed and acknowledged by a person or officer duly authorized by the corporation to admit such service.

Application in writing dated September 28, 1914, having been made on behalf of the Atlantic Avenue Elevated Railroad Company and the New York Connecting Railroad Company, by the Pennsylvania Railroad Company, for an extension of time to file their annual reports for the year ending June 30, 1914, the Commission on October 6, 1914, issued an order (see blank form of extension order, page 370), granting the desired extension of time to October 8, 1914.

Railroad and Street Railroad Corporations—Notice of proposed acquisition or putting into operation of cars or car equipment

Case No. 1867,
Filing Order

IN THE MATTER

OF

Requiring RAILROAD CORPORATIONS and STREET RAILROAD CORPORATIONS, subject to the jurisdiction of the Commission, to give the Commission a reasonable notice in writing of any proposed acquisition, or putting into operation of, cars or equipment.

Case No. 1867,
Filing Order
September 11, 1914

Ordered, That all railroad corporations and street railroad corporations, subject to the jurisdiction of this Commission, and every receiver of such corporation, be and they hereby are directed before, or within five days after entering into any agreement for the purchase, lease or acquisition of any new or additional cars or car equipment (meaning thereby new car bodies, new trucks, new electrical car equipment, new brakes, new fenders, new wheel guards, new headlights, new gates, etc.), other than repair parts, and not less than ten days before commencing work on any car or car equipment to be manufactured or reconstructed by any such corporation, as substantially to alter the arrangement of car bodies, seats, entrances, exits, platforms, ventilators, etc., or as in any way to change the arrangement, efficiency or principle of operation of brakes, fenders, wheelguards or control apparatus, to file with the Commission a written description, including general drawings, sufficient to show the character and type of such new, additional or reconstructed equipment, in order that the Commission may determine whether in its opinion the same is safe, adequate and proper to be used for or in connection with the transportation of persons or property, and it is

Further ordered, That this order shall take effect on October 1, 1914, and shall continue in force until changed or abrogated.

Further ordered, That the order duly made in Case No. 1278 on October 11, 1910, relating to notice to be given by street railroad corporations in regard to cars and equipment be, and the same hereby is, abrogated on and after October 1, 1914.

South Shore Traction Company—Failure to file annual report for year ending June 30, 1913

Case No. 1828,
Hearing Resolution
Order Closing Record

This proceeding was begun upon motion of the Commission as to the failure of the receivers of the South Shore Traction Company to file with the Commission an annual report for the year ending June 30, 1913. The Commission on May 27, 1914, directed (see blank form of hearing resolution, page 381), that a hearing be had on June 5, 1914. Hearing was had on June 5, 1914.

556 PUBLIC SERVICE COMMISSION—FIRST DISTRICT

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE
Hearing on the motion of the Commission as to the failure of the receivers of the SOUTH SHORE TRACTION COMPANY to file with the Commission an annual report for the year ending June 30, 1913.

Case No. 1828,
Order Closing Record
July 30, 1914

A hearing having been duly had in the above entitled matter on June 5, 1914, before Honorable George V. S. Williams, Commissioner, Henry S. Whitman, Esq., Assistant Counsel, attending for the Commission, and testimony having been taken, it is

Ordered, That the above entitled proceeding be and the same hereby is closed upon the records of the Commission, without prejudice to the reopening of the same or to any further hearing or to the making of any order or orders with respect to the subject matter of this proceeding.

Stage Coach Corporations (Dormant)—Form of annual report for year ending June 30, 1914

Case No. 1841,
Filing Order

IN THE MATTER
OF THE
Form of Annual Report to be filed by STAGE COACH CORPORATIONS that have not commenced commercial operation.

Case No. 1841,
Filing Order
June 23, 1914

It is hereby

Ordered, That the form of annual report for inchoate and dormant railroad and street railroad corporations, which was printed and designated as Form C, Bureau of Statistics and Accounts (Serial Form R 47), and adopted by this Commission on or about June 27, 1911, be and hereby is prescribed by this Commission as the form of annual report for the year ending June 30, 1914, required to be made and filed with said Commission on or before September 30, 1914, by every stage coach corporation organized for the purpose of operating as a common carrier any stage route, but upon which the commercial operation of cars has not begun, in so far as said form is applicable to the affairs and circumstances of said stage coach corporations.

Ordered, That the Secretary of this Commission serve upon each of said corporations in the manner prescribed by law on or before June 30, 1914, a certified copy of this order and two copies of the form hereby prescribed.

Stage Coach Corporations—Franchise and corporate documents

Case No. 1883,
Filing Order

IN THE MATTER
OF THE
Filing by STAGE COACH COMPANIES subject to the jurisdiction of the Public Service Commission for the First District of franchise and corporate books, records, contracts, documents and papers.

Case No. 1883,
Filing Order
October 27, 1914

Resolved, That the following be adopted and that it be served on each stage, coach, omnibus, or stage-coach corporation or person, owning, leasing, operating or controlling a line or lines of stages, coaches or omnibuses lying wholly or partly within the First District.

You are hereby ordered and required to file with this Commission within thirty days after service of this order, exclusive of the day of service, sworn copies of each and every of the following books, records, contracts, documents and papers belonging to you or in your possession for yourself and for each and every com-

pany whose lines are owned, leased, operated or controlled by you, indorsing upon each sworn copy a statement of the public office, if any, in which the original is filed or recorded and the date of filing or recording, and if recorded the book and page where recorded; and also hereafter without further or other order to file with the Commission within five days after their execution or adoption sworn copies of any further books, records, contracts, documents or papers affecting the subject matter of this order.

Where any book, contract, record, document or paper has been filed by you before service of this order, the filing of a duplicate is not required, but it should be referred to as having been already filed:

- (1) Certificates of incorporation, including those of predecessor companies.
- (2) By-laws now in force.
- (3) Supplemental or amended certificates of incorporation, including those of predecessor companies.
- (4) Certificates of alterations of route.
- (5) Certificates of approval of extensions of route filed by present or predecessor companies pursuant to Chapter 657, Laws of 1900, being an act to amend the Transportation Corporations Law, passed April 25, 1900.
- (6) Transcript of corporate records relative to increases or decreases of capital stock of present and predecessor companies and authorization of mortgages, bond issues and other corporate securities proposed, outstanding or uncancelled.
- (7) Consolidation and merger agreements, including those of all predecessor companies.
- (8) Consents of local authorities constituting franchise rights, including those granted to predecessor companies.
- (9) Agreements with the Bridge Commissioner, any city department or other municipal authorities.
- (10) Agreements with and permits from the Federal authorities.
- (11) Affidavits that necessary property owners' consents have been secured in each instance where necessary, stating dates and places of filing, including those of predecessor companies; consents granted by local authorities as property owners should be furnished in full.
- (12) All court orders, federal or state, in connection with the appointment of a receiver or receivers for present or predecessor companies, and all orders requiring the operation of the route or routes by such receiver and the sale, report of sale and order confirming the report of such sale of the property and franchises of the company; also all judicial decisions relative to such orders or the application thereof. In lieu of furnishing such orders and decisions you may, at your option, furnish exact references to all such orders and decisions, giving the dates thereof and also the dates of all applications for such orders.
- (13) Deeds, mortgages and other documents in the chain of your title, not including under this requirement documents relating exclusively to specific parcels of real estate.
- (14) All deeds, leases or other instruments by which present and predecessor companies acquired title to or interest in any piece or parcel of realty within the First District now owned in fee or otherwise owned, held or controlled by you. (In lieu of complying with this requirement you may, at your option, furnish original maps or blueprints, showing the location and boundaries of each piece or parcel of land aforesaid, and indicating for each such piece or parcel the names of the parties to all deeds, subsisting leases or other conveyances to present or predecessor companies, the nature of the instrument and the interest conveyed thereby, its date, and, if recorded, the liber and page where recorded; but full copies must be furnished of instruments not recorded.)
- (15) All ordinances or references thereto including those of the Park Department or other subdivisions of the city government, that establish and enforce rules and regulations for the government and protection of a city department in connection with the operation and control of stages, coaches or omnibuses, and applicable to your line or lines of stages, coaches or omnibuses.
- (16) All agreements of whatever description entered into with gas or electrical corporations, railroad, express, terminal or freight warehouse companies or with any company or companies subject to the jurisdiction of this Commission. Where the agreement is not in writing the terms and stipulations thereof embodied in a statement to this Commission are required to be filed.
- (17) All court decisions in actions in which you or predecessor companies were parties affecting your intercorporate relations or your public rights, duties and obligations, or in lieu thereof exact references to all such decisions.

Corporations or persons operating stages, coaches or omnibuses partly outside of the First District are exempted from compliance with this order as to all books, records, contracts, documents and papers relating exclusively to their rights, franchises, property, obligations and passenger, freight or express traffic wholly outside of the First District.

It is further ordered, That this order shall take effect immediately and shall continue in force until modified or abrogated by further order of the Commission.

Steam Railroad Corporations (Operating)—Form of annual report for year ending June 30, 1914

Case No. 1838,
Filing Order
Extension Order

IN THE MATTER**OF THE**

Form of Annual Report for the year ending June 30, 1914, to be filed by RAILROAD CORPORATIONS operating a steam railroad.

Case No. 1838,
Filing Order
June 23, 1914

It is hereby

Ordered, That the form of annual report prescribed by the Public Service Commission for the Second District for operating steam railroad corporations subject to its jurisdiction for the year ending June 30, 1914, printed and designated as Form 208, be and the same hereby is approved and prescribed by this Commission as the form of annual report for the year ending June 30, 1914, required to be made and filed with this Commission on or before September 30, 1914, by every railroad corporation managing or operating any railroad by means of steam as the principal motive power; provided, however, that each such railroad corporation shall include in its report, on page 321 thereof, a statement of the number of passenger tickets sold, or of cash fares collected, at each separate rate during the year at each of its several stations or other places where such transportation is sold.

Ordered, That the Secretary of this Commission serve upon each of the said corporations in the manner prescribed by law on or before June 30, 1914, a certified copy of this order and two copies of the form hereby prescribed, and that in pursuance of Section 23 of the Public Service Commissions Law, every person and corporation so served notify the Commission forthwith in writing of the receipt of the said certified copy of this order and the forms of annual report aforesaid and that in the case of a corporation such notification be signed and acknowledged by a person or officer duly authorized by the corporation to admit such service.

Application in writing dated October 31, 1914, having been made by the New York Dock Railway for an extension of time to file its annual report for the year ending June 30, 1914, the Commission on November 6, 1914, issued an order (see blank form of extension order, page 379), granting the desired extension of time to November 30, 1914.

Steam Railroad Corporations (Lessor)—Form of annual report for year ending June 30, 1914

Case No. 1839,
Filing Order
Extension Order

IN THE MATTER**OF THE**

Form of Annual Report for the year ending June 30, 1914, to be filed by RAILROAD CORPORATIONS owning but not operating a steam railroad.

Case No. 1839,
Filing Order
June 23, 1914

It is hereby

Ordered, That the form of annual report prescribed by the Public Service Commission for the Second District for lessor steam railroad corporations subject to its jurisdiction for the year ending June 30, 1914, printed and designated as Form 209, be and the same hereby is approved and prescribed by this Commission as the form of annual report for the year ending June 30, 1914, required to be made and filed with this Commission on or before September 30, 1914, by every railroad corporation owning any railroad that is leased to and operated by a steam railroad corporation.

Ordered, That the Secretary of this Commission serve upon each of the said corporations in the manner prescribed by law on or before June 30, 1914, a certified copy of this order and two copies of the form hereby prescribed, and that in pursuance of Section 23 of the Public Service Commissions Law, every person and corporation so served notify the Commission forthwith in writing of the receipt of the said certified copy of this order and the forms of annual report aforesaid and that in the case of a corporation such notification be signed and acknowledged by a person or officer duly authorized by the corporation to admit such service.

Application in writing dated September 28, 1914, having been made by the Pennsylvania Railroad Company, on behalf of the Glendale and East River Railroad Company, the New York and Rockaway Beach Railway Company, the New York, Brooklyn and Manhattan Beach Railway Company, and the Pennsylvania Tunnel and Terminal Railroad Company, for an extension of time to file annual reports for the year ending June 30, 1914, the Commission on October 6, 1914, issued an order (see blank form of extension order, page 379), granting the desired extension of time to October 8, 1914.

Steam Corporations — Rates and schedules

Case No. 1890,
Filing Order

IN THE MATTER

OF

Case No. 1890,
Order

November 24, 1914

Filing with the Public Service Commission for the
First District rates and schedules by STEAM
CORPORATIONS.

Whereas, the Public Service Commissions Law as amended by chapter 505 of the Laws of 1913, extends the jurisdiction of the Commission to steam corporations,

Ordered,

**Schedules
must be filed
thirty days
before taking
effect.**

Section 1. That every steam corporation subject to the jurisdiction of the Public Service Commission for the First District shall at least thirty days before any schedule of rates or forms of contract go into effect file with the Commission and shall, for the same length of time, keep open to public inspection printed schedules showing all rates and charges made, established or enforced or to be charged or enforced, all forms of contract or agreement and all rules and regulations relating to rates, charges or service used or to be used and all general privileges and facilities granted or allowed by such steam corporation.

**Must be kept
open to public
inspection**

**Schedules
must be
printed**

Section 2. All schedules must be printed on hard calendered paper of good quality in sheet, pamphlet or book form, of 8 by 11 inches in size and from type of size not less than 6 point full face. Stereotype, Planagraph or other printing press process may be used.

Title page

Section 3. The title page of every schedule shall show in full:

- (a) Name of issuing corporation.
- (b) The serial number of that schedule with the proper prefix.
- (c) The area to which that schedule applies briefly stated.
- (d) Date of issue and date effective.
- (e) Name, title and address of officer by whom schedule is issued.
- (f) On upper left-hand corner the words "Only one supplement to this schedule may be in effect at any time."
- (g) On every schedule or supplement issued on less than thirty days notice by permission or order of the Commission, notation in accordance with the terms of the special permission or order.

**Contents of
Schedules**

Section 4. Schedules shall contain in the order named:

- (a) Explanation of reference marks and technical abbreviations used in the schedule.
- (b) Such explanatory statement in clear and explicit terms regarding the matter contained in the schedule as may be necessary to remove all doubt as to its proper application.
- (c) General rules and regulations relating to rates, contracts and the use of steam by the public or any apparatus furnished by the corporation.
- (d) An exact copy of every form of contract and schedule of rates and charges, each to be followed by an exact copy of every form of rider applicable thereto; but any corporation may insert at its discretion in any contract a standard clause relating to any minor service condition, provided such standard clause shall first have been submitted by the said corporation to and approved by the Commission.

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Cancellation	Section 5.
	(a) A schedule may be cancelled only by a supplement or by a superseding schedule.
	(b) If a schedule is cancelled by the issuance of a similar schedule to take its place, cancellation notice must not be given by supplement but by notice printed in the new schedule.
	(c) Cancellation of a schedule also cancels supplement of such schedule if any in effect.
Changes or Amendments	(d) A change in a schedule shall be known as an amendment and shall be printed in a supplement to the schedule which it amends, specifying such schedule by its P. S. C. number, and the amended item must always be printed in supplement in its entirety as amended.
	(e) Any schedule may be changed upon statutory notice of thirty days, or under special permission from the Commission upon shorter notice.
	(f) Supplements to a schedule shall be numbered as consecutive supplements to that schedule and not be given new or separate P. S. C. numbers.
	(g) There shall at no time be more than one supplement in effect to any schedule. The supplement must be reissued each time an amendment is made, and shall always contain all amendments to that schedule which are in force.
	Section 6.
	(a) All schedules and supplements thereto shall be filed with the Commission by an officer of the steam corporation.
Time of taking effect of order	Section 7. This order shall take effect on the 21st day of December, 1914, and shall continue in force until abrogated or modified by the Commission.
	Section 8. Every steam corporation within the jurisdiction of the Public Service Commission for the First District shall notify the Commission within ten days after service of this order whether the terms of this order are accepted and will be obeyed.

Street and Electric Railroad Corporations—Monthly reports of street and electric railway operations

Case No. 1379, Resolution to Discontinue Penalty Actions Extension Orders

The Commission, on July 28, 1911, issued an order directing every street railroad corporation within the jurisdiction of the Commission and every railroad corporation within such jurisdiction which operates any cars or trains by means of electric energy or other motive power than steam, to make and file with the Commission, within five weeks after the close of each month, a monthly report in a prescribed form.

Upon applications of the companies, the Commission granted extensions of the time for filing their respective reports by orders adopted during 1914 as follows (see blank form of extension order, page 379) :

Date of order		For month of December, 1913	Time extended to
February	17	{ Bush Terminal Railroad Company and Hudson and Manhattan Railroad Company	February 21, 1914
For month of June, 1914			
August	21	{ Hudson and Manhattan Railroad Company and New York Railways Company	August 31, 1914
September	11	New York Railways Company	October 1, 1914
October	6	New York Railways Company	October 10, 1914

On November 21, 1913, the Commission directed its counsel to bring an action in the Supreme Court against the Richmond Light and Railroad Company, the Southfield Beach Railroad Company and the Staten Island Midland Railway Company to recover penalties for their failure to file monthly and quarterly reports as required by the orders of the Commission.

On January 9, 1914, the Commission directed its counsel to apply to the Supreme Court of New York County for leave to discontinue without costs to either party the penalty actions brought by the Commission against the Richmond

Light and Railroad Company, the Southfield Beach Railroad Company and the Staten Island Midland Railway Company, it appearing that the failure of the companies to file their reports in due time was unintentional and that the companies had given assurances that they would file their reports promptly. On January 14, 1914, the Supreme Court granted the application for leave to discontinue such penalty actions.

Street and Electric Railroad Corporations—Quarterly reports

Case No. 1899,
Resolution to Discontinue Penalty Actions
Extension Orders

The Commission on October 6, 1911, issued an order directing street and electric railroad corporations within the jurisdiction of the Commission to make and file with the Commission within six weeks after the close of each quarterly period from July 1, 1911, a financial statement in accordance with a designated form.

Upon applications of the companies, the Commission granted extensions of time for filing their respective reports by orders adopted during 1914 as follows (see blank form of extension order, page 379) :

Date of order		For quarter ending December 31, 1913	Time extended to
February 17, 1914		Bush Terminal Railroad Company and Hudson and Manhattan Railroad Company	February 23, 1914 February 21, 1914
For quarter ending March 31, 1914			
June 12, 1914		Brooklyn and North River Railroad Company and Marine Railway Company	June 30, 1914
July 9, 1914		Brooklyn and North River Railroad Company	July 15, 1914
July 23, 1914		Brooklyn and North River Railroad Company	August 15, 1914
For quarter ending June 30, 1914			
August 27, 1914		Hudson and Manhattan Railroad Company and New York Railways Company	August 31, 1914
September 11, 1914		New York Railways Company	October 1, 1914
October 6, 1914		New York Railways Company	October 10, 1914

On November 21, 1913, the Commission directed its counsel to bring an action in the Supreme Court against the Richmond Light and Railroad Company, the Southfield Beach Railroad Company and the Staten Island Midland Railway Company to recover penalties for their failure to file monthly and quarterly reports as required by the orders of the Commission.

On January 9, 1914, the Commission directed its counsel to apply to the Supreme Court of New York County for leave to discontinue, without costs to either party, the penalty actions brought by the Commission against the Richmond Light and Railroad Company, the Southfield Beach Railroad Company and the Staten Island Midland Railway Company, it appearing that the failure of the companies to file their reports in due time was unintentional and that the companies had given assurances that they would file their reports promptly. On January 14, 1914, the Supreme Court granted the application for leave to discontinue such penalty actions.

Street and Electric Railroad Corporations (Lessor Corporations)—Form of annual report for year ending June 30, 1914

Case No. 1836,
Filing Order
Extension Order

IN THE MATTER
OF THE
Form of Annual Report for the year ending June 30, 1914, to be filed by STREET AND ELECTRIC RAILROAD CORPORATIONS owning but not operating a railroad.

Case No. 1836,
Filing Order
June 23, 1914

It is hereby

Ordered, That the form of annual report for lessor street and electric railways for the year ending June 30, 1914, prepared by the Chief Statistician under the

direction of this Commission on the basis of the uniform system of accounts adopted and prescribed by the Commission on December 8, 1908, printed and designated as "Annual Report Form D—Lessor Street and Electric Railways" (serial form No. R 70), a copy of which is now before this Commission, be and the same hereby is approved; that such copy duly authenticated by the Secretary of the Commission be filed in its archives, and that said copy so authenticated and filed shall be deemed the original form prescribed hereunder.

Ordered, That the said form so designated be and is hereby prescribed by this Commission as the form of annual report for the year ending June 30, 1914, required to be made and filed with said Commission on or before September 30, 1914, by every street railroad corporation and by every railroad corporation owning any street or electric railroad but not itself operating or managing such railroad.

Ordered, That the Secretary of this Commission serve upon each of the said corporations, in the manner prescribed by law, on or before June 30, 1914, a certified copy of this order, and two copies of the form hereby prescribed, and that in pursuance of Section 23 of the Public Service Commissions Law, every person and corporation so served notify the Commission forthwith in writing of the receipt of the said certified copy of this order and the forms of annual report aforesaid, and that in the case of a corporation such notification be signed and acknowledged by a person or officer duly authorized by the corporation to admit such service.

Application in writing dated September 28, 1914, having been made by the Pennsylvania Railroad Company, on behalf of the Prospect Park and Coney Island Rail Road Company, for an extension of time to file its annual report for the year ending June 30, 1914, the Commission on October 6, 1914, issued an order (see blank form of extension order, page 379), granting the desired extension of time to October 8, 1914.

Street and Electric Railroad Corporations (Operating)—Form of annual report for year ending June 30, 1913

Case No. 1694,
Resolution to Discontinue Penalty Actions

The Richmond Light and Railroad Company, the Southfield Beach Railroad Company and the Staten Island Midland Railway Company, having failed to file certain reports in compliance with the order adopted herein, the Commission, on November 21, 1913, directed its counsel to commence actions against those companies in the Supreme Court of New York County to recover penalties, as provided by Section 46 of the Public Service Commissions Law, and it appearing that the failure of the said companies to file said reports prior to the time when said reports should have been filed was due to inadvertence and was unintentional, and that the said companies had given assurances that they would thereafter promptly file all reports, the Commission, on January 9, 1914, directed its counsel to apply to the Court for leave to discontinue the said actions without costs to either party.

Street and Electric Railroad Corporations (Operating)—Form of annual report for year ending June 30, 1914

Case No. 1835,
Filing Order
Extension Orders

IN THE MATTER

OF THE

Form of Annual Report for year ending June 30, 1914, to be filed by OPERATING STREET AND ELECTRIC RAILROAD CORPORATIONS within the jurisdiction of the Public Service Commission for the First District in accordance with Section 46 of the Public Service Commissions Law.

Case No. 1835,
Filing Order
June 23, 1914

It is hereby

Ordered, That the form of annual report for operating street and electric railways for the year ending June 30, 1914, prepared by the Chief Statistician under the direction of this Commission on the basis of the uniform system of accounts adopted and prescribed by the Commission on December 8, 1908, printed and designated as "Annual Report Form E—Operating Street and Electric Rail-

ways" (serial form No. R 68), a copy of which is now before this Commission, be and the same hereby is approved; that such copy duly authenticated by the Secretary of the Commission be filed in its archives, and that said copy so authenticated and filed shall be deemed the original form prescribed hereunder.

Ordered, That the said form so designated be and is hereby prescribed by this Commission as the form of annual report for the year ending June 30, 1914, required to be made and filed with said Commission on or before September 30, 1914, by every street railroad corporation and by every railroad corporation operating or managing any railroad on which electric energy is used as the principal power for the propulsion of cars.

Ordered, That the Secretary of this Commission serve upon each of the said corporations, in the manner prescribed by law, on or before June 30, 1914, a certified copy of this order, and two copies of the form hereby prescribed, and that in so serving upon each of said corporations a certified copy of this order, the Secretary shall notify each of such corporations of the policy of the Commission to make no extensions of the time within which reports are returnable except for cause duly shown.

Ordered, That in pursuance of Section 23 of the Public Service Commissions Law, every person and corporation so served notify the Commission forthwith in writing of the receipt of the said certified copy of this order and the forms of annual report aforesaid, and that in the case of a corporation such notification be signed and acknowledged by a person or officer duly authorized by the corporation to admit such service.

The Interborough Rapid Transit Company under date of September 23, 1914, having made application for an extension of time to file its annual report for the year ending June 30, 1914, the Commission on September 29, 1914, issued an order (see blank form of extension order, page 379), granting the desired extension of time to October 20, 1914.

Applications in writing dated September 25, 1914, by the Manhattan and Queens Traction Corporation, September 25, 1914, by the New York and Queens County Railway Company, September 25, 1914, by the New York Railways Company, September 28, 1914, by the Pennsylvania Railroad Company on behalf of the Ocean Electric Railway Company, September 29, 1914, by the Richmond Light and Railroad Company, and September 29, 1914, by the Staten Island Midland Railway Company, having been made for an extension of time to file their respective annual reports for the year ending June 30, 1914, the Commission on October 6, 1914, issued an order (see blank form of extension order, page 379), granting the desired extensions of time to the dates set opposite their respective names:

Manhattan and Queens Traction Corporation.....	October 20, 1914
New York and Queens County Railway Company.....	October 20, 1914
New York Railways Company.....	October 31, 1914
Ocean Electric Railway Company.....	October 8, 1914
Richmond Light and Railroad Company.....	October 31, 1914
Staten Island Midland Railway Company.....	October 31, 1914

Application in writing dated September 30, 1914, having been made by the Hudson and Manhattan Railroad Company for an extension of time to file its annual report for the year ending June 30, 1914, the Commission on October 20, 1914, issued an order (see blank form of extension order, page 379), granting the desired extension of time to October 31, 1914.

Application in writing dated October 27, 1914, having been made by the Marine Railway Company for an extension of time to file its annual report for the year ending June 30, 1914, the Commission on November 6, 1914, issued an order (see blank form of extension order, page 379), granting the desired extension of time to November 16, 1914.

Van Brunt Street and Erie Basin Railroad Company — Failure to file accident report:

Case No. 1829,
Hearing Resolution
Order Closing Record

This proceeding was begun upon motion of the Commission as to the failure of the Van Brunt Street and Erie Basin Railroad Company to make and file accident reports with the Commission. The Commission on May 27, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had June 5, 1914. Hearing was had on June 5, 1914.

Thereupon the Commission issued the following order :

IN THE MATTER
OF THE

Hearing on the motion of the Commission as to the failure of the VAN BRUNT STREET AND ERIE BASIN RAILROAD COMPANY to make to and file with the Commission accident reports.

Case No. 1829,
Discontinuance Order
July 30, 1914

A hearing having been duly held in the above entitled matter on June 5, 1914, Honorable George V. S. Williams, Commissioner, presiding, and H. H. Whitman, Esq., Assistant Counsel, attending for the Commission; and testimony having been taken, it is

Ordered, That the above entitled proceeding be and the same hereby is closed upon the records of the Commission, without prejudice, however, to the reopening of this proceeding, or to any further or other hearing with reference to the subject matter thereof.

SAFETY PRECAUTIONS

Corporations Subject to Jurisdiction of Commission — Safeguarding employees from injury by high tension electrical apparatus

Case No. 1628,
Amending Order
Extension Orders

This proceeding was begun upon motion of the Commission on the question of regulations to be prescribed as to all public service corporations within the jurisdiction of the Commission with reference to safeguarding and protecting employees from injury by high tension electrical apparatus or other dangerous conditions. Hearings were had on February 20 and on subsequent dates to April 19, 1913. On April 25, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 193), and issued an order directing the adoption by the companies of certain safety appliances and precautionary measures and certain rules governing their employees. On June 27, 1913, the Commission issued an order amending the order of April 25, 1913. Upon application of certain of the companies affected by the order, the Commission on October 14, 1913, directed a rehearing in respect thereto. Rehearing was had on October 28, 1913.

Thereupon the Commission issued the following order :

IN THE MATTER
OF THE

Hearing on the motion of the Commission on the question of regulations to be prescribed as to all PUBLIC SERVICE CORPORATIONS within the jurisdiction of the Public Service Commission for the First District with reference to safeguarding and protecting employees from injury by high tension electrical apparatus or other dangerous conditions.

Case No. 1628,
Order Amending Order of
April 25, 1913, as
Amended by Order of
June 27, 1913
January 13, 1914

A final order having been made in this case on April 25, 1913, and said order having been amended by an order made June 27, 1913, and the Commission having adopted a resolution on October 14, 1913, directing a further hearing upon notice to all the companies upon which the resolution directing a hearing in this case was originally served, and said rehearing having been had on October 28, 1913, before Hon. John E. Eustis and Hon. J. Sergeant Cram, Commissioners, D. A. Marsh appearing as counsel for the Brooklyn Heights Railroad Company and others, Arthur G. Peacock appearing as counsel for the Interborough Rapid Transit Company and others, and Alexander S. Lyman appearing as counsel for the New York Central and Hudson River Railroad Company, and Henry H. Whitman, assistant counsel for the Commission, attending, it is

Ordered, That said order of April 25, 1913, as amended by said order of June 27, 1913, be and the same hereby is amended so as to read as follows, to wit :

"Ordered, That said companies and said receivers using high tension electrical apparatus, on or before September 1, 1913, comply with the following requirements, to wit :

1. All high tension switch compartments shall so far as their construction will permit be so enclosed as to make it impossible, except when necessarily opening the compartments, for employees to come in contact with electrically charged parts either from or above the floor level.
2. All exposed high tension cables in power or substations shall be inclosed by screens or otherwise protected.
3. There shall be posted in conspicuous places in all the power houses and substations diagrams describing and showing the relative location of wires and cables (except lighting and signal wires) and the switches, etc., controlling them and all such wires, cables and connections shall be so tagged and numbered that they may be readily identified.
4. All machines for the generation of current or connected with such generation shall be so protected by railings and gratings as to safeguard operators and others from coming in contact with moving or electrically charged parts.
5. Where there is but one man on duty at any substation he shall not be permitted to do any repair work on any dead or alive circuit or other electrical apparatus; and he shall be required to report by telephone or otherwise at least every half hour, and if his report is not received within five minutes after the same should be made, the substation shall be communicated with immediately to ascertain the cause of his failure to report.
6. All water-level glasses or gauge glasses on tanks, stand pipes, or other storage receivers under pressure shall be protected by screens to prevent injury in case of a bursting glass.
7. Test-cocks on water columns shall be fitted with extension rods or chains so as to be operative from the boiler room floor level.
8. All stop-valves on steam boilers shall be of the automatic self-closing type or shall be equipped with remote control devices whereby they may be closed from distant points.
9. Outlets of all safety valves shall be in a vertical position or so directed as to eliminate the possibility of employees being struck by the live steam should the safety valves open.
10. All furnace doors on hand-fired boilers shall be fitted with latches or catches to prevent them from being blown open.
11. All moving parts of stokers shall be so protected, wherever possible, as to prevent accidental contact with such moving parts.
12. All large main cut-out stop valves shall be provided with means whereby the same may be closed from the boiler or engine room floor or other remote point.
13. All large steam turbine units shall be fitted with automatic self-closing valves.
14. All high-speed engines shall be fitted with automatic safety stops.
15. Elevator walls shall be properly and substantially enclosed, secured or guarded and shall be provided with proper traps and automatic doors in or at all elevator ways so as to furnish substantial covering when closed and to open and close by action of the elevator when ascending or descending.
16. All openings in floors shall be roped off or protected by railings when left unguarded and in addition a red light shall be hung in the immediate vicinity when the location is unlighted or poorly lighted.
17. All stairways shall be provided with safety treads, kept free from oil and water and be properly protected with hand-rails.
18. Shafting running along or passing through floors shall be housed or screened or otherwise properly guarded.
19. All belting shall be enclosed or otherwise protected wherever accidental contact is possible.
20. Gear case covers completely enclosing the gears shall be fitted to all machine tools and be kept in place while such tools are being used.
21. Set screws and keys in exposed positions on moving machinery and shafting shall be countersunk or otherwise properly protected.
22. Buzz saws and band saws shall be protected so as to prevent accidental contact with saw blades.
23. Grinding and emery wheels shall be properly guarded and equipped with hoods and exhaust pipes to draw off dry powdered material.
24. Guard glasses shall be provided for employees and used by them when engaged upon any work causing chips or fragments to fly, and wire screens of a portable or permanent type shall be set up on work benches or around employees engaged in chipping.
25. A sufficient number of pails of clean dry sand must be kept in all power stations, substations, auxiliary and switching stations.
26. Power stations, substations, auxiliary and switching stations shall be provided with a sufficient number of chemical fire extinguishers of such a type that the contents thereof cannot act as an electrical conductor. No other extinguishers shall be kept for use unless conspicuously labeled that they are not to be used until current has been shut off.
27. All power stations, substations, auxiliary and switching stations and shops shall be provided with a first-aid or emergency kit.

And it is further

Ordered, That on or before March 1, 1914, said companies and said receivers adopt, promulgate and thereafter rigidly enforce rules and regulations to govern their employees in the handling of high tension apparatus and in the handling of steam and mechanical apparatus in power stations, substations and shops, and on or before that day file with the Commission copies of such rules, and thereafter notify the Commission of any changes in said rules.

And it is further

Ordered, That this order shall take effect forthwith and continue in force until abrogated or modified; and it is further

Ordered, That on or before January 28, 1914, said companies notify the Commission whether this order is accepted and will be obeyed.

Upon application therefor, the following extensions of time were granted by orders (see blank form of extension order, page 380) issued on the dates specified:

<i>Date</i>	<i>Company</i>	<i>Extended to</i>
February 3, 1914	New York Railways Company	September 1, 1914: to comply with paragraph 8 of amending order of January 13, 1914, in regard to stop-valves on steam boilers.
February 3, 1914	Richmond Light and Railroad Company Staten Island Midland Railway Company	July 1, 1914: to comply with requirements of amending order of January 13, 1914, in regard to power stations.
February 10, 1914	Queens Borough Gas and Electric Company	April 1, 1914: to comply with requirements of amending order of January 13, 1914.
April 3, 1914	Queens Borough Gas and Electric Company	June 1, 1914: to comply with paragraph 8 of amending order of January 13, 1914, in regard to stop-valves on steam boilers.
July 1, 1914	Richmond Light and Railroad Company Staten Island Midland Railway Company	October 1, 1914: to comply with requirements of amending order of January 13, 1914, in regard to power stations.
September 11, 1914	New York Railways Company	April 1, 1915: to comply with paragraph 8 of amending order of January 13, 1914, in regard to stop-valves on steam boilers.

Long Island Railroad Company—Investigation as to train collision on September 22, 1913, on Whitestone Branch, and service and equipment

**Case No. 1786,
Modifying Order**

This proceeding was begun upon motion of the Commission for an investigation of the accident which occurred on September 22, 1913, on the Whitestone Branch of the Long Island Railroad Company near College Point, and as to the regulations, practices, equipment, appliances and service on that branch. Hearings were had on September 26 and on subsequent dates to October 22, 1913. On November 22, 1913, the Commission issued an order directing the company to install an adequate block signal system on its Whitestone Branch. By a letter dated March 12, 1914, the Long Island Railroad Company applied for a modification of the order.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE Investigation of the accident occurring Monday forenoon, September 22, 1913, on the Whitestone Branch of the LONG ISLAND RAILROAD COMPANY.	Case No. 1786, Order Modifying Order of November 21, 1913 April 3, 1914
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An order having been made herein on November 21, 1913, directing the installation and operation of a manually operated, electrically controlled block signal system on the Whitestone branch of the Long Island Railroad Company between

J C Tower and Whitestone of the type shown on the blueprint marked Exhibit No. 12 of October 16, 1913, in the hearing in this proceeding, and the Long Island Railroad Company by letter dated March 12, 1914, having applied to the Commission for the modification of the said order in certain respects, and the Commission being of opinion that the modification asked is reasonable,

Now, therefore, it is

Ordered, That the said order directing the block signal equipment made herein November 21, 1913, be and the same hereby is amended and modified to read as follows:

At a stated meeting of the Public Service Commission for the First District duly held at its office Number 154 Nassau street in the Borough of Manhattan, City and State of New York, on the 21st day of November, 1913.

Present:

EDWARD E. MCCALL,

Chairman,

MILO R. MALTBE,

JOHN E. EUSTIS,

J. SERGEANT CRAM,

GEORGE V. S. WILLIAMS,

Commissioners

IN THE MATTER

OF THE

Investigation of the accident occurring Monday forenoon, September 22, 1913, on the Whitestone Branch of THE LONG ISLAND RAILROAD COMPANY.

Case No. 1736,
Order Directing Block
Signal Equipment

The Commission being of opinion, after hearings duly held September 26, October 2, October 10, October 16 and October 22, 1913, before Commissioners Milo R. Maltbe, John E. Eustis and George V. S. Williams, C. L. Addison appearing for The Long Island Railroad Company; Arthur DuBois, Assistant Counsel, attending for the Commission; that the regulations, apparatus, equipment, facilities and service of The Long Island Railroad Company, on its Whitestone Branch, are unsafe, improper and inadequate in that trains are given insufficient protection on the single track road,

Now, therefore, it is

Ordered, That The Long Island Railroad Company be and hereby is directed forthwith to install, maintain and operate an adequate and sufficient manually operated, electrically controlled block signal system on its Whitestone Branch between J C Tower and Bridge street, Flushing, with a complete staff system between Bridge street, Flushing, and Whitestone Landing, the manually operated, electrically controlled system between J C Tower and Bridge street, Flushing, to be substantially the same type as shown on blueprint marked Exhibit No. 12 in the original order. The staff system to be installed in accordance with the best practice governing the installation of said system.

Further ordered, That this order take effect at once and remain in force until modified by further order of the Commission.

Further ordered, That The Long Island Railroad Company notify the Public Service Commission for the First District within ten days after service of this order upon it whether the terms of this order are accepted and will be obeyed.

BY THE COMMISSION,

TRAVIS H. WHITNEY,
Secretary.

(L. S.)

Further ordered, That this amendatory order take effect at once.

Further ordered, That The Long Island Railroad Company notify the Public Service Commission for the First District within ten days after service of this amendatory order upon it whether the terms of this order are accepted and will be obeyed.

Long Island Railroad Company—Safety precautions at Channel avenue, Far Rockaway, on Atlantic Division

Case No. 1881,
Hearing Resolution
Final Order

This proceeding was begun upon motion of the Commission on the question of safety precautions to be taken at Channel avenue near Norton's Inlet, Far Rockaway, on the Atlantic Division of The Long Island Railroad Company. The Commission on October 23, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on November 9, 1914. Hearings were had on November 9 and 16, 1914.

On December 4, 1914, the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of safety precautions to be taken at Channel Avenue near Norton's Inlet, Far Rockaway, on the Atlantic Division of THE LONG ISLAND RAILROAD COMPANY.

Case No. 1681.
Order
December 4, 1914

A hearing having been had in this proceeding on November 9 and 16, 1914, before Honorable Edward E. McCall, Milo R. Maltbie, George V. S. Williams, Robert C. Wood, Commissioners, C. L. Addison appearing for The Long Island Railroad Company; David A. Steckler appearing as counsel for the Edgemere Taxpayers' Association; James Frank and R. F. Norton, who reside in the vicinity, appearing in person; Arthur DuBols, Assistant Counsel to the Commission attending, and the Commission being of opinion after said hearing that conditions at the Channel Avenue crossing of the tracks of The Long Island Railroad Company at Far Rockaway are in certain respects unsafe, it is

Ordered, That The Long Island Railroad Company be and it hereby is directed to construct, maintain and operate at the crossing of Channel Avenue with the tracks of The Long Island Railroad Company, near Norton's Inlet, Far Rockaway, overhead stairs or steps by which foot passengers may cross over the tracks of The Long Island Railroad Company.

Further ordered, That a plan showing the details of construction of the said stairs or steps be submitted to the Commission for its approval not later than January 1, 1915, and that the stairs or steps be completed and ready for use not later than March 1, 1915.

Long Island Railroad Company and New York and Rockaway Beach Railway Company—Construction of foot path along trestle on Rockaway Beach Division

Case No. 1858,
Hearing Resolution

This proceeding was begun upon motion of the Commission on the question of improvements, changes and additions in and to the railroad of The Long Island Railroad Company and the New York and Rockaway Beach Railway Company, on the Rockaway Beach Division, with respect to the construction of a foot walk along the trestle between Ramblersville and Hammel. The Commission on July 30, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on August 12, 1914. Hearing was had on August 12, 1914, and closed.

New York Central and Hudson River Railroad Company—Proposed improvements at West 132d Street grade crossing

Case No. 1872,
Hearing Resolution
Opinion
Final Order

This proceeding was begun upon motion of the Commission concerning proposed improvements at the West 132d Street grade crossing over the tracks of the New York Central and Hudson River Railroad Company. The Commission, on September 22, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on September 28, 1914. Hearings were had on September 28, October 5, 14 and 21, 1914. On December 4, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 325).

Thereupon the Commission issued the following order:

IN THE MATTER

OF

The hearing on the motion of the Commission concerning proposed improvements at the West 132d Street grade crossing over the tracks of THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

Case No. 1872.
Order
December 4, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on September 28, October 14 and October 21, 1914, Lamont

McLoughlin, attorney, appearing for Weber-McLoughlin Company, complainant, George H. Walker, Assistant General Attorney, appearing for The New York Central & Hudson River Railroad Company, and H. M. Chamberlain, Assistant Counsel, attending for the Commission; and the Commission being of the opinion after said hearing that the crossing over said company's railroad at West 132d street, in the Borough of Manhattan, City of New York, is inconvenient and dangerous for public use in that said crossing is not paved or planked between the tracks and between the rails and is not provided with gates or other protection; and the Commission being of the opinion that additional conveniences and protection at said crossing in the particulars following ought reasonably to be provided in order to promote the security and convenience of the public including the employees of the company,

Ordered,

(1) That said The New York Central & Hudson River Railroad Company be and it hereby is directed and required to install, maintain and operate crossing gates at said West 132d Street crossing for the protection of the public for every train, car and engine movement over said crossing during the entire year.

(2) That said gates shall be installed and ready for operation on or before February 1, 1915, and shall be operated on and after that date.

(3) That within five (5) days after the operation of said gates shall have been commenced said company shall cause said crossing to be planked between the tracks and between the rails in such manner as to make the crossing safe and convenient for the use of both vehicles and pedestrians, including the employees of said company.

(4) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

(5) That on or before December 10, 1914, said company shall notify the Commission whether the terms of this order are accepted and will be obeyed.

New York Consolidated Railroad Company—Additional safety precautions at grade crossings on Canarsie Line

Case No. 1765,
Final Order
Extension Order
Modifying Order
Extension Orders

This proceeding was begun upon motion of the Commission on the question of additional safety precautions at the grade crossings of the tracks of the New York Consolidated Railroad Company on the Canarsie Line at Rockaway parkway, Conklin avenue, Flatlands avenue, Skidmore avenue, Avenue "L," Rockaway avenue, Glenwood road, and Avenue "N," in the Borough of Brooklyn. Hearings were had on December 8 and 22, 1913, and January 7, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of additional safety precautions at the grade crossings of the tracks of the New York Consolidated Railroad Company on the Canarsie Line in the Borough of Brooklyn, City of New York.

Case No. 1765,
Final Order
March 20, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on December 8, 1913, and January 7, 1914, Commissioner Williams presiding, M. B. Hoffman, of counsel, appearing for the New York Consolidated Railroad Company, and E. M. Deegan, Assistant Counsel, attending for the Commission, and testimony having been taken at said hearing, and the Commission being of the opinion after said hearing that the regulations, equipment and service of the New York Consolidated Railroad Company on its Canarsie Line at the points hereinafter named are unsafe, improper and inadequate in that insufficient protection is given to vehicles and pedestrians using the several highways crossing the tracks of said company at said points,

Now, therefore, it is ordered,

1. That said New York Consolidated Railroad Company be and it hereby is directed and required to install, maintain and operate crossing gates at the crossings at Rockaway parkway, Glenwood road, Conklin avenue, Flatlands avenue and Rockaway avenue on its Canarsie Line, the gates at said crossings to be operated for the protection of the public for every train, car and engine movement over said crossings during the entire year.

2. That said New York Consolidated Railroad Company be and it hereby is directed and required to station at the crossing at Avenue L on its Canarsie Line a flagman, who shall give warning of the approach of every train, car and engine, for the protection of the public for every train, car and engine movement over said crossing during the entire year.

3. That said New York Consolidated Railroad Company be and it hereby is directed and required to install, maintain, operate and use at the crossings at Skidmore lane and Avenue N on its Canarsie Line an automatic bell, which shall be so placed, arranged, operated and used as to announce the approach of every train, car and engine, for the protection of the public for every train, car and engine movement over said crossings during the entire year.

4. That the gates hereinbefore directed to be installed, maintained and operated at the crossings at Rockaway parkway, Glenwood road, Conklin avenue, Flatlands avenue and Rockaway avenue, shall be installed and ready for operation on or before October 1, 1914, and shall be operated and maintained on and after that date; that a flagman hereinbefore directed to be stationed at the crossing at Avenue L shall be so stationed on and after May 1, 1914; that the bells hereinbefore directed to be installed, maintained, operated and used at the crossings at Skidmore lane and Avenue N shall be installed and ready for operation on or before May 1, 1914, and shall be operated and used on and after that date.

5. That said New York Consolidated Railroad Company be and it hereby is directed and required to station flagmen for the protection of the public on and after May 1, 1914, at the crossings at Glenwood road, Conklin avenue and Flatlands avenue, the said flagmen to give warning of the approach of every train, car and engine over said crossing from May 1, 1914, until such time as gates may be installed and operated at said crossings as hereinbefore provided.

6. That said New York Consolidated Railroad Company be and it hereby is directed and required to continue to maintain flagmen for the protection of the public at the crossings at Rockaway parkway and Rockaway avenue, the said flagmen to give warning of the approach of every train, car and engine over said crossings until such time as gates may be installed and operated at said crossings as hereinbefore provided.

7. That this order shall take effect immediately, except as hereinbefore provided and shall continue in force until changed or abrogated by further order of the Commission.

8. That said New York Consolidated Railroad Company notify the Public Service Commission for the First District within ten (10) days after service of this order upon it whether the terms of this order are accepted and will be obeyed.

Application in writing dated March 30, 1914, having been made by the company for an extension of time within which to notify the Commission whether the terms of the order of March 20, 1914, were accepted and would be obeyed, the Commission on April 3, 1914, issued an order (see blank form of extension order, page 379) granting the desired extension to April 9, 1914.

Application dated April 9, 1914, having been made by the company for a modification of the order of March 20, 1914, the Commission issued the following order:

CASE No. 1765, ORDER MODIFYING ORDER OF MARCH 20, 1914

(June 5, 1914)

New York Consolidated Railroad Company having made application under date of April 9, 1914, for a modification of the order of the Commission made in the above entitled proceeding on March 20, 1914, as to certain matters determined in and by said order, and the Commission being of the opinion that said order should be modified, it is

Ordered, That the said order of the Commission made and filed March 20, 1914, be and the same hereby is modified so that said order shall read as follows:

A hearing having been duly had by and before the Commission in the above entitled matter on December 8, 1913, and January 7, 1914, Commissioner Williams presiding, M. B. Hoffman, of counsel, appearing for the New York Consolidated Railroad Company, and E. M. Deegan, Assistant Counsel, attending for the Commission, and testimony having been taken at said hearing, and the Commission being of the opinion after said hearing that the regulations, equipment and service of the New York Consolidated Railroad Company on its Canarsie Line at the points hereinafter named are unsafe, improper and inadequate in that insufficient protection is given to vehicles and pedestrians using the several highways crossing the tracks of said company at said points,

Now, therefore, it is ordered,

1. That said New York Consolidated Railroad Company be and it hereby is directed and required to install, maintain and operate crossing gates at the crossings at Glenwood road and Conklin avenue, on its Canarsie Line, the gates at said crossings to be operated for the protection of the public for every train, car and engine movement over said crossings during the entire year.

2. That said New York Consolidated Railroad Company be and it hereby is directed and required to station at the crossings at Flatlands avenue and Avenue L on its Canarsie Line flagmen, who shall give warning of the approach of every train, car and engine, for the protection of the public for every train, car and engine movement over said crossings during the entire year.

3. That said New York Consolidated Railroad Company be and it hereby is directed and required to install, maintain, operate and use at the crossings at

Skidmore lane and Avenue N on its Canarsie Line an automatic bell, which shall be so placed, arranged, operated and used as to announce the approach of every train, car and engine, for the protection of the public for every train, car and engine movement over said crossings during the entire year.

4. That the gates hereinbefore directed to be installed, maintained and operated at the crossings at Glenwood road and Conklin avenue shall be installed and ready for operation on or before October 1, 1914, and shall be operated and maintained on and after that date; that the flagmen hereinbefore directed to be stationed at the crossings at Flatlands avenue and Avenue L shall be so stationed on and after June 13, 1914; that the bells hereinbefore directed to be installed, maintained, operated and used at the crossings at Skidmore lane and Avenue N shall be installed and ready for operation on or before July 1, 1914, and shall be operated and used on and after that date.

5. That said New York Consolidated Railroad Company be and it hereby is directed and required to station flagmen for the protection of the public on and after June 13, 1914, at the crossings at Glenwood road and Conklin avenue, the said flagmen to give warning of the approach of every train, car and engine over said crossings from June 13, 1914, until such time as gates may be installed and operated at said crossings as hereinbefore provided.

6. That said New York Consolidated Railroad Company be and it hereby is directed and required to continue to maintain flagmen for the protection of the public at the crossings at Rockaway parkway and Rockaway avenue, the said flagmen to give warning of the approach of every train, car and engine over said crossings during the entire year.

7. That this order shall take effect immediately, except as hereinbefore provided and shall continue in force until changed or abrogated by further order of the Commission.

8. That said New York Consolidated Railroad Company notify the Public Service Commission for the First District within five (5) days after service of this order upon it whether the terms of this order are accepted and will be obeyed.

Applications in writing dated September 24, 1914, October 31, 1914, and November 30, 1914, having been made by the company for extensions of time within which to comply with the provisions of the order of June 5, 1914, which modified the order of March 20, 1914, in regard to the crossing gates at the crossings at Glenwood road and Conklin avenue, the Commission on October 13, 1914, November 6, 1914, and December 8, 1914, issued orders (see blank form of extension order, page 380) granting the desired extensions of time to November 1, 1914, December 1, 1914, and December 15, 1914, respectively.

New York, New Haven and Hartford Railroad Company—Protection of employees from contact with overhead electric equipment

Case No. 1725, Amending Order

This proceeding was begun upon motion of the Commission as to the protection of the employees of the New York, New Haven and Hartford Railroad Company from injury by contact with overhead electrical equipment. Hearings were had on September 5 and 15, 1913. On November 11, 1913, the Commission issued an order prescribing certain safety precautions for safeguarding employees engaged in the operation of trains or the movement of freight cars in the electric zone of the company. Rehearing was had on December 11, 1913. On December 19, 1913, the Commission issued an order amending the order of November 11, 1913.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE

Hearing on motion of the Commission as to protection of employees of NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY on electrified tracks.

Case No. 1725,
Order Amending Order of
December 19, 1913
April 3, 1914

A final order after a rehearing in this case having been made on December 19, 1913, and New York, New Haven and Hartford Railroad Company having made application that said order be amended by providing that the distance or clearance of 22 feet be changed to 21 feet 6 inches and that the location of illuminating signs be changed, and good reason appearing therefor, it is

Ordered, That said order of December 19, 1913, be and the same hereby is amended as to the directory provisions thereof as follows:

Ordered, (1) That for the purpose of increasing the safety of employees engaged in the operation of trains or the movement of freight cars in the so-called electric

zone of the New York, New Haven and Hartford Railroad within the First District, the said The New York, New Haven and Hartford Railroad Company be and is hereby directed and required to wholly cease and desist from in anywise requiring, permitting or allowing and by proper rules shall forbid any train or other employee, to get upon, ride upon, or work upon the top or roof of any freight car, caboose, electric or steam locomotive, or to go upon, ride upon, or work upon the water tank or above the coal load of any locomotive tender used either in freight or passenger service, while the said freight car, caboose, electric or steam locomotive, or tender is on any main or passing track within said electric zone, except as follows: (1) employees engaged in the maintenance of overhead construction may ride on the car provided for that purpose when in the performance of their duties; (2) on the top of a car for the purpose of directing a switching movement where the clearance between the conductor wire and the plane of the top of rail is not less than 21 feet 6 inches, at such points as may be hereafter approved by this Commission and of which all employees shall be properly advised by notice duly posted as set forth hereafter; (3) for the purpose of making emergency repairs on the top of said car, caboose, electric or steam locomotive or tender, or for the purpose of going from one portion of the train to another, when the said car, caboose, electric or steam locomotive, or tender is not in motion and at a point on the railroad where a clearance of not less than 21 feet 6 inches is maintained between the conductor wire and the plane of the top of rail; (4) at a point on said railroad where tracks are provided for the storage or classification of cars, or for the placing of cars for the receipt or delivery of freight, hereinafter known as yards, where a clearance of 21 feet 6 inches is maintained between the overhead conductor and the plane of the top of rail.

Ordered, (2) That for the purpose of insuring safety to employees thus permitted on the tops of cars, cabooses, electric or steam locomotives, or tenders within yards the company shall attach illuminated warning signs to the columns of the catenary bridges wherever the clearance becomes less than 21 feet 6 inches, such signs and the location thereof to be approved by the Commission.

Ordered, (3) That the said New York, New Haven and Hartford Railroad Company shall put in force rules or regulations for the government of its train, yard and other employees which will make the provisions of this order continuously effective, and that a notice embodying the requirements of this order, and showing the entry thereof, duly signed by the proper official or officials of said The New York, New Haven and Hartford Railroad Company, shall be kept posted in every caboose used in freight service, in every locomotive used in freight or passenger service and in every engine house used in freight or passenger service within said electric zone.

Ordered, (4) That this order shall take effect forthwith, and shall remain in force until changed or superseded by further order of this Commission.

Ordered, (5) The New York, New Haven and Hartford Railroad Company shall notify this Commission within ten days after service upon it of a certified copy of this order whether the terms of this order are accepted and will be obeyed.

FENDERS, WHEELGUARDS AND SAFETY DEVICES

Manhattan and Queens Traction Corporation (successor to South Shore Traction Company)—Wheelguards and safety devices on surface cars

Case No. 1184,
Approval Resolution

This proceeding was begun upon motion of the Commission on the question of improvement in and addition to the service and equipment of the South Shore Traction Company in respect to wheelguards and safety devices used in connection therewith on surface cars operated by it in the City of New York. Hearing was had on December 16, 1909. On December 24, 1909, the Commission issued an order directing the company to equip all of its cars with wheelguards of a certain type to be approved by the Commission.

On February 25, 1910, the Commission adopted a resolution approving the "H. B." wheelguard.

The Manhattan and Queens Traction Corporation, as successor to the South Shore Traction Company, having applied for the approval of the Commission of a certain type of fender, the Commission, on May 15, 1914, adopted the following resolution:

IN THE MATTER OF THE APPLICATION
OF THE
MANHATTAN AND QUEENS TRACTION CORPORATION for
approval of a type of fender for sprinkler equip-
ment.

Case No. 1184,
Resolution Granting
Application
May 15, 1914

Whereas, Application has been made to this Commission by the Manhattan and Queens Traction Corporation by letter dated May 8, 1914, for the approval by the Commission of a certain type of fender for use on said company's new sprinkler equipment, which type of fender is known as Consolidated Car Fender, Type "C," as shown on blue-print and photograph accompanying said letter; and the Commission being of the opinion that said type of fender is suitable for the purpose for which it is designed,

Resolved, That this Commission hereby approves said Consolidated Car Fender, Type "C," for use on the new sprinkler equipment of said Manhattan and Queens Traction Corporation, and that the Secretary of the Commission be and he hereby is authorized and directed to endorse on said blue-print and photograph the approval of this Commission.

Street Railroad Corporations — Brakes on surface cars operated in the City of New York

Case No. 1869,
Extension Order

This proceeding was begun upon motion of the Commission on the question of changes and improvements in cars used by street railroad corporations, in respect of brakes on surface cars operated in the City of New York. The Commission, on July 7, 1911, directed that a hearing be had on July 20, 1911. Hearings were had on July 20 and on subsequent dates to September 20, 1911. The Commission, on October 10, 1911, rendered an opinion (see 2 P. S. C. R. [1st Dist. N. Y.], 648), and on the same date issued a final order directing that certain cars be equipped with power brakes and others with hand brakes. Upon application of several of the companies, the Commission, on November 4, 1911, directed that a rehearing be had on November 14, 1911. Rehearings were had on November 14, 1911, and on subsequent dates to May 29, 1912. On June 21, 1912, the Commission rendered an opinion (see 3 P. S. C. R. [1st Dist. N. Y.], 309). Thereupon the Commission issued a final order after rehearing abrogating a certain provision of the final order of October 10, 1911, designated as "(4)" and extending the time of the companies from June 1, 1912, to February 24, 1914, for complying with provisions numbered "(1)" and "(3)" of said final order of October 10, 1911. On July 19, 1912, writs of certiorari were served upon the Commission to review the orders of October 11, 1911, and June 21, 1912, above mentioned in proceedings in the Supreme Court, New York County, brought in the name of the People of the State of New York *vs rel.* Brooklyn Heights Railroad Company, Brooklyn, Queens County and Suburban Railroad Company, Coney Island and Gravesend Railway Company, Nassau Electric Railroad Company and South Brooklyn Railway Company. On July 15, 1913, the Appellate Division of the Supreme Court, First Department, rendered a decision affirming the Commission's order and determination. Upon application of the receiver of the Second Avenue Railroad Company in the City of New York for a modification of the order of October 10, 1911, as amended, the Commission, on July 15, 1913, issued an order amending final order of October 10, 1911, as amended by order of June 21, 1912, so as to provide that only double-truck surface cars weighing over 25,500 pounds (instead of 25,100 pounds as originally provided) were required to be equipped with power brakes and geared hand brakes, and that all other passenger double-truck surface cars in service weighing 25,500 pounds or less (instead of 25,100 pounds as originally provided) were required to be equipped with geared hand brakes. Upon applications of the companies for extensions of time within which to comply with certain terms of the order of October 10, 1911, and also the amending orders, the Commission, during 1913, issued orders granting such extensions.

Upon application of the Long Island Electric Railway Company, dated March 5, 1914, for an extension of time within which to comply with paragraph "(2)" of

the final order of October 10, 1911, as related to the equipment of passenger double-track surface cars weighing over 25,100 pounds with power brakes and geared hand brakes, the Commission, on March 13, 1914, issued an order (see blank form of extension order, page 379) granting such extension to May 1, 1914.

Street Surface Railroad Companies Operating in the Boroughs of Manhattan and The Bronx — Fenders, wheelguards and safety devices used in connection therewith

Case No. 1047,
Approval Resolution

This proceeding was begun upon motion of the Commission to ascertain whether all surface cars operated in the Boroughs of Manhattan and The Bronx were equipped with proper fenders and wheelguards, and the kinds of fenders and wheelguards in use, and to determine whether changes, improvements and additions to the fenders and wheelguards and safety devices should be made. Hearings were had on February 4 and on subsequent dates to March 2, 1909. On April 27, 1909, the Commission issued a final order directing the Metropolitan Street Railway Company, among other street railway corporations in the Boroughs of Manhattan and The Bronx, to equip its street surface cars with wheelguards of a type to be approved by the Commission, and not to operate any cars after a certain time unless so equipped with wheelguards. Subsequently, the Metropolitan Street Railway Company was reorganized and succeeded by the New York Railways Company. On June 6, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 324), and adopted a resolution approving a certain type of wheelguard for use on low-level cars of the New York Railways Company.

Thereupon the Commission adopted the following resolution:

IN THE MATTER
OF THE

Hearing on the motion of the Commission on the question of improvement in and addition to the service and equipment of the METROPOLITAN STREET RAILWAY COMPANY and ADRIAN H. JOLINE and DOUGLAS ROBINSON, its Receiver; THIRD AVENUE RAILROAD COMPANY and FRANK W. WHITRIDGE, its Receiver; FORT-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILROAD COMPANY and FREDERICK W. WHITRIDGE, its Receiver; DRY DOCK, EAST BROADWAY AND BATTERY RAILROAD COMPANY and FREDERICK W. WHITRIDGE, its Receiver; UNION RAILWAY COMPANY and FREDERICK W. WHITRIDGE, its Receiver; CENTRAL PARK, NORTH AND EAST RIVER RAILROAD COMPANY; SECOND AVENUE RAILROAD COMPANY and GEORGE W. LINTCH, its Receiver; TWENTY-EIGHTH AND TWENTY-NINTH STREETS CROSSTOWN RAILROAD COMPANY and JOSEPH B. MAYER, its Receiver; NEW YORK CITY INTERBOROUGH RAILWAY COMPANY; WESTCHESTER ELECTRIC RAILROAD COMPANY and J. ADDISON YOUNG, its Receiver; SOUTHERN BOULEVARD RAILROAD COMPANY; PELHAM PARK RAILROAD COMPANY; CITY ISLAND RAILROAD COMPANY, and KINGSBRIDGE RAILWAY COMPANY, in respect to fenders and wheelguards and safety devices used in connection therewith on surface cars operated in the Boroughs of Manhattan and the Bronx, City of New York.

Case No. 1047,
Resolution Permitting
Third Avenue Railway
Company to Equip Certain
Low Level Cars
with Projecting Fenders.
July 31, 1914

A final order having been made herein on April 27, 1909, directing the companies and receivers above named to equip all their cars in service, except those operated by animal power, with wheel guards and the Third Avenue Railway Company, the successor of the Third Avenue Railroad Company, having made application to the Commission that it be permitted to equip certain low level cars with projecting fenders in place and stead of wheel guards, and having submitted a certain drawing entitled "Sterling Folding Fender with Emergency Drop Mechanism and Spring Bumper," showing the type of projecting fender desired to be used by it, it is

Resolved, That said Third Avenue Railway Company be and it hereby is permitted to equip said low level cars with projecting fenders of the type shown on said drawing in place and stead of wheel guards.

Thereupon the Commission adopted the following resolution:

CASE No. 1047, RESOLUTION PERMITTING THIRD AVENUE RAILWAY COMPANY TO EQUIP ITS SINGLE-TRUCK BATTERY CARS WITH A MODIFIED TYPE OF WHEEL GUARD

(December 8, 1914)

A final order having been made herein on April 27, 1909, directing the companies and receivers above named to equip all their cars in service, except those operated by animal power, with wheel guards, and the Third Avenue Railway Company, the successor of the Third Avenue Railroad Company, having made application to the Commission that it be permitted to equip its single-truck battery cars with wheel guards of a modified type, and having submitted a certain drawing entitled "Hanger for Automatic Raising and Lowering Fender Gates * * * Third Avenue Ry. Co." showing the type of modified wheel guard desired to be used by it as aforesaid, it is *Resolved*, That said Third Avenue Railway Company be and it hereby is permitted to equip its single-truck battery cars with wheel guards of the type shown on said drawing.

Street Railroad Corporations Operating in the Boroughs of Brooklyn and Queens—Fenders, wheelguards and safety devices used in connection therewith

Case No. 1048,
Amending Order
Extension Orders

This proceeding was begun upon motion of the Commission to determine whether changes, improvements and additions in respect to fenders, wheel guards and safety devices on all surface cars operated in the Boroughs of Brooklyn and Queens should be made. Hearings were had, and thereafter the Commission, on April 27, 1909, issued an order directing the street surface railroads operating in the Boroughs of Brooklyn and Queens to equip their cars with fenders in accordance with the provisions of said order. After rehearings, the order of April 27, 1909, was amended on May 14 and December 24, 1909, February 11, 1910, January 17, 1911, August 9, November 15 and December 6, 1912, in respect of certain companies. The Commission, on January 10, 1913, adopted a resolution disapproving the type of fender submitted by the Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the South Brooklyn Railway Company, the Sea Beach Railway Company and the Coney Island and Gravesend Railway Company.

The New York Consolidated Railroad Company (as successor to the Brooklyn Union Elevated Railroad Company), the Nassau Electric Railroad Company, the Coney Island and Gravesend Railway Company, the Brooklyn, Queens County and Suburban Railway Company, the Brooklyn Heights Railroad Company and the South Brooklyn Railway Company, having made application for a rehearing as to certain matters determined in the order of December 6, 1912, the Commission, on February 21, 1913, directed that a rehearing be had on March 3, 1913. Rehearings were had on March 3 and on subsequent dates to March 27, 1913. On November 14, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 421), and issued an order directing the companies which applied for the rehearing, to equip their cars with wheel guards in accordance with the provisions of the order of December 6, 1912.

Under date of November 26, 1913, the Brooklyn Heights Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the South Brooklyn Railway Company, the Nassau Electric Railroad Company, the Coney Island and Gravesend Railway Company and the New York Consolidated Railroad Company applied for a modification of the last mentioned order.

On February 5, 1914, the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the Commission on the question of improvement in and addition to the service and equipment of the BROOKLYN HEIGHTS RAILROAD COMPANY; BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY; SOUTH BROOKLYN RAILWAY COMPANY; BROOKLYN UNION ELEVATED RAILROAD COMPANY; NASSAU ELECTRIC RAILROAD COMPANY; SEA BEACH RAILWAY COMPANY; CONEY ISLAND AND GRAVESEND RAILWAY COMPANY; CONEY ISLAND AND BROOKLYN RAILROAD COMPANY; VAN BRUNT STREET AND ERIE BASIN RAILROAD COMPANY; BUSH TERMINAL RAILROAD COMPANY; NEW YORK AND QUEENS COUNTY RAILWAY COMPANY; LONG ISLAND ELECTRIC RAILWAY COMPANY; NEW YORK AND LONG ISLAND TRACTION COMPANY and OCEAN ELECTRIC RAILWAY COMPANY, in respect to fenders and wheel guards and safety devices used in connection therewith on surface cars operated in the Boroughs of Brooklyn and Queens, City of New York.

Case No. 1048,
Order Amending Order of
November 14, 1913
February 5, 1914

An order having been made in this case on November 14, 1913, after a rehearing, amending the final order made on April 27, 1909, as amended by orders made May 14, 1909, December 24, 1909, February 11, 1910, January 17, 1911, August 9, 1912, November 15, 1912, and December 6, 1912, and New York Consolidated Railroad Company, The Nassau Electric Railroad Company, Coney Island and Gravesend Railway Company, Brooklyn, Queens County and Suburban Railroad Company, the Brooklyn Heights Railroad Company and South Brooklyn Railway Company having made application that said order of November 14, 1913, be amended, it is

Ordered, That as to said last mentioned companies said order of November 14, 1913, be and the same hereby is amended as to the directory provisions thereof as follows:

It is ordered,

(1) That said last mentioned companies equip all passenger cars operated by them, except those generally known as elevated cars, with wheel guards of a type or types approved or to be approved by the Commission; and said last mentioned companies shall not operate any such cars unless equipped with such wheel guards in a good operating condition.

(2) That said last mentioned companies equip all mail cars and all service cars operated by them, except trailers, snow sweepers, snow plows, derrick cars, gondolas, sprinklers, ash dump cars and tow cars, also except box service cars Nos. 9404 to 9406 (inclusive), 9408 to 9444 (inclusive), 9556 to 9564 (inclusive), also except sand and salt cars Nos. 9651 to 9660 (inclusive), and also except electrical department tower cars Nos. 9912 and 9913, with wheel guards of a type or types approved or to be approved by the Commission; and said last mentioned companies shall not thereafter operate any such cars unless equipped with such wheel guards in a good operating condition.

(3) That on or before July 31, 1914, said last mentioned companies equip all open cars in use hereinbefore required to be equipped with wheel guards operated by them in the Borough of Queens, or in the Borough of Brooklyn southerly or easterly of a line described as follows:

BEGINNING at a point on the southerly line of 25th street at its intersection with the westerly line of Third avenue; running thence easterly along the southerly line of 25th street to the easterly line of Fifth avenue, and thence northerly along the easterly line of Fifth avenue to the southerly line of 20th street; thence easterly along the southerly line of 20th street to the easterly line of Ninth avenue; thence northerly along the easterly line of Ninth avenue and Prospect park west to the Park plaza; thence easterly along the southerly line of the Park plaza and across Flatbush avenue to the southerly line of Eastern parkway to the easterly line of Rockaway avenue; thence northerly along the easterly line of Rockaway avenue to the southerly line of Fulton street; thence easterly along the southerly line of Fulton street to the easterly line of Crescent street; thence northerly along the easterly line of Crescent street to the boundary line between the Boroughs of Brooklyn and Queens,

with projecting fenders at the forward end of each car except such cars as are operated on Third avenue from 25th to 65th streets, on Fifth avenue from 25th to 65 streets, on Nostrand avenue from Eastern Parkway to Malbone street, on Malbone street from Nostrand avenue to Flatbush avenue on the Prospect Park loop, on Kingston avenue from Eastern parkway to Carroll street and on Rockaway avenue from Eastern parkway to Hegeman street, in the Borough of Brooklyn, and on Greenpoint avenue from the boundary line between the Boroughs of Brooklyn and Queens to Calvary cemetery, in the Borough of Queens—such fenders to be of a type or types to be approved by the Commission, and to be carried in an

operating position and so that the front part of the apron shall be not less than ten or more than twelve inches above the rails and no fixed part of such fenders shall be less than ten inches above the rails; and said last mentioned companies shall not thereafter operate any such cars in the Borough of Queens or in the Borough of Brooklyn southerly or easterly of the line heretofore described, except those exempted as aforesaid, unless equipped with such fenders in a good operating condition.

(4) That, except as hereinbefore provided, on or before July 31, 1915, said last mentioned companies equip all cars hereinbefore required to be equipped with wheel guards operated by them in the Borough of Queens, or in the Borough of Brooklyn southerly or easterly of a line described as follows:

BEGINNING at a point on the southerly line of 25th street at its intersection with the westerly line of Third avenue; running thence easterly along the southerly line of 25th street to the easterly line of Fifth avenue, and thence northerly along the easterly line of Fifth avenue to the southerly line of 20th street; thence easterly along the southerly line of 20th street to the easterly line of Ninth avenue; thence northerly along the easterly line of Ninth avenue and Prospect park west to the Park plaza; thence easterly along the southerly line of the Park plaza and across Flatbush avenue to the southerly line of Eastern parkway to the easterly line of Rockaway avenue; thence northerly along the easterly line of Rockaway avenue to the southerly line of Fulton street; thence easterly along the southerly line of Fulton street to the easterly line of Crescent street; thence northerly along the easterly line of Crescent street to the boundary line between the Boroughs of Brooklyn and Queens,

with projecting fenders at the forward end of each car except such cars as are operated on Third avenue from 25th to 65th streets, on Fifth avenue from 25th to 65th streets, on Nostrand avenue from Eastern parkway to Malbone street, on Malbone street from Nostrand avenue to Flatbush avenue on the Prospect Park loop, on Kingston avenue from Eastern parkway to Carroll street and on Rockaway avenue from Eastern parkway to Hegeman street, in the Borough of Brooklyn, and on Greenpoint avenue from the boundary line between the Boroughs of Brooklyn and Queens to Calvary cemetery, in the Borough of Queens — such fenders to be of a type or types to be approved by the Commission, and to be carried in an operating position and so that the front part of the apron shall be not less than ten nor more than twelve inches above the rails and no fixed or rigid part of such fenders shall be less than ten inches above the rails; and said last mentioned companies shall not thereafter operate any such cars in the Borough of Queens or in the Borough of Brooklyn southerly or easterly of the line heretofore described, except those exempted as aforesaid, unless equipped with such fenders in a good operating condition.

(5) That cars assigned by said last mentioned companies to the Crosstown depot, which are sent to Masspeth for overhauling, be exempted from the requirements of this order as to fenders while en route between said Crosstown depot and Masspeth for that purpose.

(6) That cars of the Bushwick, Union Avenue and Wyckoff Avenue Lines while operating through to Glendale Park on Sundays and holidays be exempted from the requirements of this order as to fenders.

(7) That centre entrance or stepless cars be exempted from the requirements of this order as to fenders. And it is

Further ordered, That said last mentioned companies submit to the Commission for its approval complete drawings and specifications showing, among other things, all measurements and the method of attachment to the car of the type or types of fenders and wheel guards intended or desired to be used by them in compliance with this order, except such types of wheel guards as have already been approved by the Commission by resolution adopted April 22, 1910; and it is

Further ordered, That this order shall take effect on February 5th, 1914, and shall remain in force until revoked or modified; and it is

Further ordered, That within five days after service of a copy of this order upon them said last mentioned companies notify the Commission whether this order is accepted and will be obeyed.

Upon the application dated February 9, 1914, of the New York Consolidated Railroad Company, the Nassau Electric Railroad Company, the Coney Island and Gravesend Railway Company, the Brooklyn, Queens County and Suburban Railroad Company, the Brooklyn Heights Railroad Company and the South Brooklyn Railway Company for an extension of time within which to notify the Commission whether the terms of the order of February 5, 1914, were accepted and would be obeyed, the Commission, on February 17, 1914, issued an order (see blank form of extension order, page 379) granting such extension to February 24, 1914.

Upon application of the New York Consolidated Railroad Company, the Nassau Electric Railroad Company, the Coney Island and Gravesend Railway Company, the Brooklyn, Queens County and Suburban Railway Company, the Brooklyn Heights Railroad Company and the South Brooklyn Railway Company for an extension of time to comply with the order of February 5, 1914, the Commission, on July 31,

1914, issued an order (see blank form of extension order, page 379) extending to May 1, 1915, the companies' time within which to equip open cars with projecting fenders and to January 1, 1916, the companies' time to equip certain other cars with projecting fenders.

MATTERS RELATING MAINLY TO OPERATION

Brooklyn Heights Railroad Company — Proposed operation of through route from Greenpoint to Borough of Manhattan over Williamsburg bridge

Case No. 1855,
Hearing Resolution

This proceeding was begun upon motion of the Commission on the question of a route to be operated by the Brooklyn Heights Railroad Company from Greenpoint to the Borough of Manhattan over the Williamsburg bridge. The Commission on July 23, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on July 30, 1914. Hearings were had on July 30, 1914, and on subsequent dates to October 20, 1914, and closed.

Brooklyn Heights Railroad Company — Failure to stop cars at Cortelyou road on Sixteenth Avenue Line

Case No. 1868,
Hearing Resolution
Final Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Brooklyn Heights Railroad Company on the Sixteenth Avenue Line in relation to the failure to stop cars at Cortelyou road, in the Borough of Brooklyn. The Commission on September 11, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on September 18, 1914. Hearing was had on September 18, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and service of the BROOKLYN HEIGHTS RAILROAD COMPANY on the 16th Avenue Line.

Case No. 1868,
Order
November 17, 1914

Failure to stop cars at Cortelyou Road

A hearing having been had in this proceeding on September 18, 1914, before Honorable George V. S. Williams, Commissioner, M. B. Hoffman appearing as counsel for the Brooklyn Heights Railroad Company, Henry H. Whitman, Assistant Counsel to the Commission, attending, it is

Ordered, That said Brooklyn Heights Railroad Company be and it hereby is directed from and including September 10 to and including May 30 in each year to stop all westbound cars on the 16th Avenue Line at Cortelyou road and Gravesend avenue to let off or take on passengers, and it is further

Ordered, That this order shall take effect forthwith and that within eight days after service thereof said Brooklyn Heights Railroad Company notify the Commission whether the terms of this order are accepted and will be obeyed.

Brooklyn Heights Railroad Company — Storing of cars on Manhattan avenue and Box street, Brooklyn

Case No. 1888,
Hearing Resolution

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Brooklyn Heights Railroad Company in storing cars on Manhattan avenue between Clay and Box streets and on Box street between Manhattan avenue and Commercial street, in the Borough of Brooklyn,

City of New York, and concerning the terminal facilities at the company's Cross-town depot. The Commission on November 17, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on November 30, 1914. Hearing was had on November 30, 1914, and closed.

Brooklyn, Queens County and Suburban Railroad Company and Brooklyn Heights Railroad Company—Complaint of Highbridge Taxpayers' Association as to through service from Ridgewood terminal to Jamaica

Case No. 1873,
Complaint Order
Notice of Hearing

A petition dated September 11, 1914, was received from the Highbridge Taxpayers' Association, requesting that the Brooklyn, Queens County and Suburban Railroad Company and the Brooklyn Heights Railroad Company be required to furnish through service from Ridgewood terminal to Jamaica. The Commission on September 20, 1914, directed (see blank form of complaint order, page 379) that the companies satisfy the complaint, or that the charges be answered in writing, by the companies. Under date of October 12, 1914, the companies made answer to the complaint, stating that the number of passengers transferring from the Myrtle Avenue Line to the Jamaica Avenue Line was not sufficient to warrant operation of through service to Jamaica. On October 20, 1914, the Commission gave notice (see blank form of notice, page 380) of a hearing to be held on October 26, 1914.

Fifth Avenue Coach Company—Operation of motor buses to announced destination points and to termini of routes

Case No. 1674,
Discontinuance Order

This proceeding was begun upon motion of the Commission on the question of operation of motor buses by the Fifth Avenue Coach Company to announced destination points. Hearing was had on April 28, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question of operation of motor buses by the FIFTH AVENUE COACH COMPANY to announced destination points.

Case No. 1674,
Discontinuance Order
January 9, 1914

A hearing having been held on motion of the Commission on April 28, 1913, to determine whether the Fifth Avenue Coach Company gave adequate service with regard to the operation of motor buses to destinations announced on signs and with regard to operation of buses to the termini of routes, and the Commission being of opinion that since the date of said hearing the service of the company has been changed and improved so that buses are now operated to the announced termini of the routes.

Now, therefore, it is

Ordered, That this proceeding be and the same hereby is in all respects discontinued.

Interborough Rapid Transit Company, New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company—Standing of passengers on rear platforms of end cars of trains

Case No. 1603,
Further Hearing Resolution
Final Order
Extension Order
Rehearing Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Interborough Rapid Transit Company, the New York Consolidated Railroad Company, the Nassau Electric Railroad Com-

pany and the South Brooklyn Railway Company as to passengers standing on rear platforms of end cars of trains. Hearings were had on June 24 and 26, 1913. The Commission, on April 17, 1914, directed (see blank form of hearing resolution, page 381) that a further hearing be had on April 24, 1914. Hearing was had on April 24, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and service of the INTERBOROUGH RAPID TRANSIT COMPANY, NEW YORK CONSOLIDATED RAILROAD COMPANY, NASSAU ELECTRIC RAILROAD COMPANY and SOUTH BROOKLYN RAILWAY COMPANY.

Case No. 1693,

Order

July 22, 1914

Passengers standing on rear platforms of end cars of trains

A hearing having been duly held in this matter on June 26, 1913, pursuant to a resolution for hearing adopted by the Commission on June 17, 1913, before Hon. George V. S. Williams, Commissioner, T. A. Marsh appearing for New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company, Arthur G. Peacock appearing for Interborough Rapid Transit Company, Nathaniel Tompkins, a complainant, appearing in person, Arthur DuBois, Assistant Counsel, attending for the Commission, and a further hearing having been held in said proceeding on April 24, 1914, before Honorable George V. S. Williams, Commissioner, Arthur G. Peacock appearing for Interborough Rapid Transit Company, J. J. Dempsey appearing for New York Consolidated Railroad Company, E. J. Crummev, Assistant Counsel, attending for the Commission, and it appearing after said hearing that the regulations, practices and service of the New York Consolidated Railroad Company, the Nassau Electric Railroad Company and South Brooklyn Railway Company in respect to the transportation of persons within the First District are in certain respects unreasonable and improper.

Now, therefore, it is

Ordered, That New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company provide and maintain on the rear platform of all elevated trains operated during the hours below stated by said companies in The City of New York, an employee who shall control the conduct of passengers riding on the rear platform and whose duty it shall be to care for the safety and convenience of passengers on the rear platforms of such trains and passengers who are on station platforms passed by such trains, to the end that the safety and convenience of passengers shall be guarded from bolsterous or improper conduct:

WESTBOUND (toward the Borough of Manhattan)

Saturdays from 6:30 A. M. to 9:30 A. M.—throughout the year
Saturdays from 7:00 P. M. to midnight—from May 30 to September 15
Sundays from 7:00 P. M. to 12 midnight—from May 30 to September 15
Holidays from 7:00 P. M. to 12 midnight—from May 30 to September 15
All other days 6:30 A. M. to 9:30 A. M.—throughout the year

EASTBOUND

Saturdays from 12 noon to 3:00 P. M.—throughout the year
Saturdays from 3:00 P. M. to 6:00 P. M.—from May 30 to September 15
Sundays from 12 noon to 6:00 P. M.—from May 30 to September 15
Holidays from 9 A. M. to 6:00 P. M.—from May 30 to September 15
All other days 4:30 P. M. to 7:30 P. M.—throughout the year

Further ordered, That this order take effect at once.

Further ordered, That a certified copy of this order be served personally or by mail upon New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company within five days.

Further ordered, That each of said companies notify the Commission within ten (10) days after receipt of a certified copy of this order whether the terms of this order are accepted and will be obeyed.

Application in writing dated July 30, 1914, having been made by the Nassau Electric Railroad Company, the New York Consolidated Railroad Company and the South Brooklyn Railway Company for an extension of time within which to notify the Commission whether the terms of the order of July 23, 1914, were accepted and would be obeyed, the Commission on August 21, 1914, issued an order (see blank form of extension order, page 379) extending the time to August 21, 1914.

Application in writing dated August 20, 1914, having been made by the New York Consolidated Railroad Company, the Nassau Electric Railroad Company and the South Brooklyn Railway Company for a rehearing in respect of the matters determined in and by the order of July 23, 1914, the Commission on September 11, 1914, directed (see blank form of rehearing resolution, page 382) that a rehearing be had on September 22, 1914. Rehearings were had on September 22 and 29, 1914, and closed.

Interborough Rapid Transit Company — Operation of through trains of Third Avenue Elevated Line to and from Harlem river or Willis Avenue station

Case No. 1784,
Hearing Resolution
Opinion
Discontinuance Order

This proceeding was begun upon motion of the Commission on the question whether the Interborough Rapid Transit Company should be required to operate through trains of its Third Avenue Elevated Line to and from the Harlem river or Willis Avenue station of the New York, New Haven and Hartford Railroad Company and the New York, Westchester and Boston Railway Company. The Commission on January 6, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on January 12, 1914. Hearings were had on January 12, 15 and 23, 1914. On February 3, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 54).

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question whether the INTERBOROUGH RAPID TRANSIT COMPANY should be required to operate through trains of its Third Avenue Elevated Line to and from the Harlem River or Willis Avenue station of the New York, New Haven and Hartford Railroad Company and the New York, Westchester and Boston Railway Company.

Case No. 1784,
Discontinuance Order
February 3, 1914

A hearing having been duly had in the above entitled matter on January 12, 15 and 23, 1914, Honorable John E. Eustis, Commissioner, presiding, Arthur G. Peacock, Esq., appearing for the Interborough Rapid Transit Company, Harry M. Chamberlain, Esq., attending for the Commission; and the Commission being of opinion that the Interborough Rapid Transit Company should not now be required to operate through trains of its Third Avenue Elevated line to and from the Harlem River or Willis Avenue Station of the New York, New Haven and Hartford Railroad Company and the New York, Westchester and Boston Railway Company, it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued.

Long Island Railroad Company — Operation of steam locomotives in Atlantic Avenue Division tunnels

Case No. 1878,
Hearing Resolution

This proceeding was begun upon motion of the Commission concerning the regulations, practices and equipment of The Long Island Railroad Company in regard to the operation of steam locomotives in its Atlantic Avenue Division tunnels. The Commission on October 20, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on October 26, 1914.

Hearing was had on October 26, 1914, and closed. On December 8, 1914, the Commission directed (see blank form of hearing resolution, page 381) that a further hearing be had on December 14, 1914. Further hearings were had on December 14 and 21, 1914, when the hearing was closed.

Nassau Electric Railroad Company and Brooklyn, Queens County and Suburban Railroad Company — Failure to stop surface cars at Broadway and Rodney street, Brooklyn

Case No. 1814,
Hearing Resolution
Final Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Nassau Electric Railroad Company on its Ralph-Rockaway Avenue Line, and of the Brooklyn, Queens County and Suburban Railroad Company on its Broadway, Reid Avenue, Sumner Avenue and Wyckoff Avenue Lines, with respect to the failure to stop cars at Broadway and Rodney street, Borough of Brooklyn. The Commission on April 14, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had April 20, 1914. Hearing was had on April 20, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and service of the NASSAU ELECTRIC RAILROAD COMPANY on its Ralph-Rockaway Avenue Line, and the BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY on its Broadway, Reid Avenue, Sumner Avenue and Wyckoff Avenue Lines.

Case No. 1814,
Final Order
April 21, 1914

Failure to stop cars at Broadway and Rodney street

A hearing having been had by and before the Commission in the above entitled matter on April 20, 1914, Commissioner Williams presiding, William Siebert appearing for the Nassau Electric Railroad Company and the Brooklyn, Queens County and Suburban Railroad Company, Louis C. Willis appearing for St. Paul's Evangelical Lutheran Church, James T. Holle appearing for The Manufacturers & Business Men's Association of New York and Edward M. Deegan, Assistant Counsel, attending for the Commission; and testimony having been taken on said hearing; and the Commission having determined after the proceedings on said hearing that it would be reasonable to require the Nassau Electric Railroad Company to stop its cars on its Ralph-Rockaway Avenue Line and the Brooklyn, Queens County and Suburban Railroad Company to stop its cars on its Broadway, Reid Avenue, Sumner Avenue and Wyckoff Avenue Lines at Broadway and Rodney Street in the Borough of Brooklyn, City of New York, for the purpose of permitting passengers to board said cars and alight therefrom at said point,

Now, therefore, it is

Ordered,

(1) That said Nassau Electric Railroad Company be and it hereby is directed and required to stop its eastbound and westbound cars on its Ralph-Rockaway Avenue Line at Broadway and Rodney Street for the purpose of permitting passengers to board and alight from said cars at said point.

(2) That said Brooklyn, Queens County and Suburban Railroad Company be and it hereby is directed and required to stop its eastbound and westbound cars on its Broadway, Reid Avenue, Sumner Avenue and Wyckoff Avenue Lines at Broadway and Rodney Street for the purpose of permitting passengers to board and alight from said cars at said point.

(3) That this order shall take effect on the 25th day of April, 1914, and shall continue in force until changed or abrogated by further order of the Commission.

(4) That said Nassau Electric Railroad Company and said Brooklyn, Queens County and Suburban Railroad Company notify this Commission on or before the 28th day of April, 1914, whether the terms of this order are accepted and will be obeyed.

New York and Long Island Traction Company — Sprinkling streets with water

Case No. 1849,
Hearing Resolution
Final Order
Modifying Order

This proceeding was begun upon motion of the Commission on the question of compelling the New York and Long Island Traction Company to sprinkle the streets on which it operated its cars. The Commission on July 1, 1914, directed (see

blank form of hearing resolution, page 381) that a hearing be had on July 9, 1914. Hearings were had on July 9 and 16, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on motion of the COMMISSION on the question of compelling NEW YORK AND LONG ISLAND TRACTION COMPANY to sprinkle the streets on which it is exercising its franchise.

Case No. 1849,
Final Order
July 30, 1914

A hearing having been had in the above entitled matter on July 9 and July 16, 1914, Commissioner Cram presiding, A. C. Peacock of Counsel, appearing for the New York and Long Island Traction Company, and Edward M. Deegan, Assistant Counsel, attending for the Commission, and it appearing that said company is not sprinkling the streets and highways in the City of New York on which it operates its cars pursuant to the obligation contained in the franchise adopted by the Board of Aldermen of the City of New York on December 22, 1903, and approved by the Mayor of The City of New York on December 29, 1903, and accepted by said company on December 30, 1903, and said company by its attorney having admitted its obligation to sprinkle the streets and highways pursuant to said franchise,

Now, therefore, it is

Ordered, That said New York and Long Island Traction Company be, and it is hereby directed to comply with the provisions of said franchise regarding the sprinkling of the streets and highways in the City of New York on which it operates its cars as set forth in Subdivision 16 of Section 2 of said franchise.

Further ordered, That this order shall take effect immediately and shall continue in force until changed or abrogated by order of the Commission.

Further ordered, That said New York and Long Island Traction Company notify the Public Service Commission for the First District within eight days after service of this order upon it whether the terms of this order are accepted and will be obeyed.

The company having applied under date of August 12, 1914, for the discontinuance of the proceeding and for a rescission of the order adopted July 30, 1914, the Commission issued the following order:

CASE NO. 1849, ORDER MODIFYING ORDER OF JULY 30, 1914

(August 21, 1914)

The New York and Long Island Traction Company having made application under date of August 12, 1914, for a discontinuance of the above entitled proceeding and for a rescission of the order adopted by the Commission herein on July 30, 1914, and the Commission being of the opinion that the application for such discontinuance and rescission should be denied, but that said order should be changed, it is

Ordered, That said application for a discontinuance of the above entitled proceeding and for the rescission of the order made and filed herein on July 30, 1914, be and the same hereby is denied.

Further ordered, That said order of the Commission made and filed herein on July 30, 1914, be and the same hereby is modified so that said order shall read as follows:

A hearing having been had in the above entitled matter on July 9 and July 16, 1914, Commissioner Cram presiding, A. G. Peacock, of counsel, appearing for The New York and Long Island Traction Company and Edward M. Deegan, Assistant Counsel, attending for the Commission, and it appearing that said Company is not sprinkling the streets and highways in the City of New York on which it operates its cars pursuant to the obligation contained in the franchise adopted by the Board of Alderman of the City of New York on December 22, 1903, and approved by the Mayor of the City of New York on December 29, 1903, and accepted by said company on December 30, 1903, and said Company by its attorney having admitted its obligation to sprinkle the streets and highways pursuant to said franchise,

Now, therefore, it is

Ordered, That said, The New York and Long Island Traction Company be and it is hereby directed (1) to comply with the provisions of said franchise regarding the sprinkling of the streets and highways in the City of New York on which it operates its cars as set forth in Subdivision 16 of Section 2 of said franchise; or (2) to sprinkle with oil the streets and highways in the City of New York on which it operates its cars under said franchise as often as may be necessary to allay the dust thereon.

Further ordered, That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

Further ordered, That said The New York and Long Island Traction Company notify the Public Service Commission for the First District within eight days after service of this order upon it whether the terms of this order are accepted and will be obeyed.

New York Central and Hudson River Railroad Company—Operation of freight trains on Eleventh avenue**Case No. 1292,
Suspension Orders**

This proceeding was begun upon motion of the Commission on the question of the regulations, practices, equipment, appliances and service of the New York Central and Hudson River Railroad Company with respect to the operation of freight trains on Eleventh avenue. Hearings were had during 1910, and on December 13, 1910, the Commission issued an order restricting the hours during which the company might operate freight trains on that avenue. Upon applications of the company during 1910, 1911 and 1912 for temporary suspensions of the order of December 13, 1910, the Commission issued orders granting the desired suspensions.

Upon application of the company for a suspension of the order of December 13, 1910, the Commission on February 17, 1914, issued the following order:

**IN THE MATTER
OF THE**

Hearing on the motion of the COMMISSION on the question of regulations, practices, equipment, appliances and service of the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

Case No. 1292,
Suspension Order
February 17, 1914

Operation of Freight Trains on Eleventh Avenue

Applications in writing dated February 14, 1914, and February 16, 1914, having been made by the New York Central and Hudson River Railroad Company for a suspension of the Order hereinafter mentioned, and sufficient reason appearing therefore, it is

Ordered, That the provisions of the Final Order duly made in the above entitled matter on December 13, 1910, directing the New York Central and Hudson River Railroad Company not to operate any freight trains on Eleventh Avenue, in the Borough of Manhattan, City of New York, during certain hours therein specified, be and the same hereby is suspended from February 14, 1914, to February 23, 1914, both dates inclusive.

Further ordered, That the foregoing suspension shall be effective only upon the condition that the said company shall, for every train movement during the periods when the operation of freight trains is prohibited by said Final Order, maintain at every street or highway crossing of its tracks on Eleventh Avenue between Thirty-fourth Street and Fifty-ninth Street, a watchman or flagman whose duty it shall be timely to warn pedestrians and vehicles of the approach of cars.

Upon applications of the company, dated February 21, March 2 and March 9, 1914, the Commission on February 24, March 3 and March 10, 1914, issued orders similar to the order of February 17, 1914, suspending the order of December 13, 1910, from February 24 to 28, inclusive, from March 2 to 9, inclusive, and from March 10 to 16, 1914, inclusive, respectively.

New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company—Turning back of trains on elevated lines**Case No. 1808,
Hearing Resolution
Final Order "A"**

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company on the Bay Ridge, West End, Culver, Brighton Beach, Fulton Street, Myrtle Avenue, Lexington Avenue, Broadway-Canarsie and Broadway-Cypress Hills Lines. The Commission on March 20, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on March 31, 1914. Hearing was had on March 31, 1914.

Thereupon the Commission issued the following order :

IN THE MATTER

OF THE

Hearing on the motion of the Commission concerning the regulations, practices and service of the New York Consolidated Railroad Company, Nassau Electric Railroad Company and the South Brooklyn Railway Company, on the Bay Ridge, West End, Culver, Brighton Beach, Fulton Street, Myrtle Avenue, Lexington Avenue, Broadway-Canarsie and Broadway-Cypress Hills Lines.

Case No. 1808,
Order "A"
July 9, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on March 31, 1914, Commissioner Williams presiding; and the Commission being of the opinion after said hearing that the regulations, practices and service of the New York Consolidated Railroad Company on its Broadway-Canarsie Line in respect to the transportation of passengers within the First District are unreasonable, improper and inadequate in that said company fails and neglects to cause all trains in service on said line to stop at the New Lots Avenue Station, the Livonia Avenue Station and the Sutton Avenue Station on said line.

Ordered,

(1) That said New York Consolidated Railroad Company be and it hereby is directed and required to cause each and every train in service on said line to stop at the New Lots Avenue Station, the Livonia Avenue Station and the Sutton Avenue Station on said line and to receive and deliver passengers at each and all of said stations.

(2) That this order shall take effect on the 20th day of July, 1914, and shall continue in force until changed or abrogated by further order of the Commission.

(3) That on or before the 16th day of July, 1914, said New York Consolidated Railroad Company notify the Commission in writing whether the terms of this order are accepted and will be obeyed.

New York Railways Company — Reversing direction of cars of Madison Street Line operating on Chambers and Duane streets

Case No. 1885,
Hearing Resolution

This proceeding was begun upon motion of the Commission with regard to the question of reversing the direction in which the cars of the Madison Street Line of the New York Railways Company were operated on Chambers street and Duane street in the Borough of Manhattan. The Commission on November 10, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on November 23, 1914. Hearings were had on November 23, and December 1 and 8, 1914.

Railroad Corporations, Street Railroad Corporations and Common Carriers — Smoking on passenger cars and stations

Case No. 1689,
Suspension Order

This proceeding was begun upon motion of the Commission on the question of changes and improvements in the regulations, practices and service of Railroad Corporations, Street Railroad Corporations and Common Carriers subject to the jurisdiction of the Commission, in regard to smoking on passenger cars and stations. A hearing was had on June 18, 1913. The Commission on August 1, 1913, rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 388), and issued an order directing all street railroad corporations subject to the jurisdiction of the Commission to prohibit smoking or the carrying of lighted cigars, cigarettes and pipes in or upon their stations, station platforms, station stairways, waiting-rooms, waiting cars or shelters, except upon open cars with seats accessible directly from running boards. On September 16, 1913, the Commission issued an order amending the final order dated August 1, 1913, so as to extend from August

On February 5, 1914, the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the Commission on the question of improvement in and addition to the service and equipment of the BROOKLYN HEIGHTS RAILROAD COMPANY; BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY; SOUTH BROOKLYN RAILWAY COMPANY; BROOKLYN UNION ELEVATED RAILROAD COMPANY; NASSAU ELECTRIC RAILROAD COMPANY; SEA BEACH RAILWAY COMPANY; CONEY ISLAND AND GRAVESEND RAILWAY COMPANY; CONEY ISLAND AND BROOKLYN RAILROAD COMPANY; VAN BRUNT STREET AND ERIE BASIN RAILROAD COMPANY; BUSH TERMINAL RAILROAD COMPANY; NEW YORK AND QUEENS COUNTY RAILWAY COMPANY; LONG ISLAND ELECTRIC RAILWAY COMPANY; NEW YORK AND LONG ISLAND TRACTION COMPANY and OCEAN ELECTRIC RAILWAY COMPANY, in respect to fenders and wheel guards and safety devices used in connection therewith on surface cars operated in the Boroughs of Brooklyn and Queens, City of New York.

Case No. 1048,
Order Amending Order of
November 14, 1913
February 5, 1914

An order having been made in this case on November 14, 1913, after a rehearing, amending the final order made on April 27, 1909, as amended by orders made May 14, 1909, December 24, 1909, February 11, 1910, January 17, 1911, August 9, 1912, November 15, 1912, and December 6, 1912, and New York Consolidated Railroad Company, The Nassau Electric Railroad Company, Coney Island and Gravesend Railway Company, Brooklyn, Queens County and Suburban Railroad Company, the Brooklyn Heights Railroad Company and South Brooklyn Railway Company having made application that said order of November 14, 1913, be amended, it is

Ordered, That as to said last mentioned companies said order of November 14, 1913, be and the same hereby is amended as to the directory provisions thereof as follows:

It is ordered,

(1) That said last mentioned companies equip all passenger cars operated by them, except those generally known as elevated cars, with wheel guards of a type or types approved or to be approved by the Commission; and said last mentioned companies shall not operate any such cars unless equipped with such wheel guards in a good operating condition.

(2) That said last mentioned companies equip all mail cars and all service cars operated by them, except trailers, snow sweepers, snow plows, derrick cars, gondolas, sprinklers, ash dump cars and tow cars, also except box service cars Nos. 9404 to 9406 (inclusive), 9408 to 9444 (inclusive), 9556 to 9564 (inclusive), also except sand and salt cars Nos. 9651 to 9660 (inclusive), and also except electrical department tower cars Nos. 9912 and 9913, with wheel guards of a type or types approved or to be approved by the Commission; and said last mentioned companies shall not thereafter operate any such cars unless equipped with such wheel guards in a good operating condition.

(3) That on or before July 31, 1914, said last mentioned companies equip all open cars in use hereinbefore required to be equipped with wheel guards operated by them in the Borough of Queens, or in the Borough of Brooklyn southerly or easterly of a line described as follows:

BEGINNING at a point on the southerly line of 25th street at its intersection with the westerly line of Third avenue; running thence easterly along the southerly line of 25th street to the easterly line of Fifth avenue, and thence northerly along the easterly line of Fifth avenue to the southerly line of 20th street; thence easterly along the southerly line of 20th street to the easterly line of Ninth avenue; thence northerly along the easterly line of Ninth avenue and Prospect park west to the Park plaza; thence easterly along the southerly line of the Park plaza and across Flatbush avenue to the southerly line of Eastern parkway to the easterly line of Rockaway avenue; thence northerly along the easterly line of Rockaway avenue to the southerly line of Fulton street; thence easterly along the southerly line of Fulton street to the easterly line of Crescent street; thence northerly along the easterly line of Crescent street to the boundary line between the Boroughs of Brooklyn and Queens,

with projecting fenders at the forward end of each car except such cars as are operated on Third avenue from 25th to 65th streets, on Fifth avenue from 25th to 65 streets, on Nostrand avenue from Eastern Parkway to Malbone street, on Malbone street from Nostrand avenue to Flatbush avenue on the Prospect Park loop, on Kingston avenue from Eastern parkway to Carroll street and on Rockaway avenue from Eastern parkway to Hegeman street, in the Borough of Brooklyn, and on Greenpoint avenue from the boundary line between the Boroughs of Brooklyn and Queens to Calvary cemetery, in the Borough of Queens — such fenders to be of a type or types to be approved by the Commission, and to be carried in an

operating position and so that the front part of the apron shall be not less than ten or more than twelve inches above the rails and no fixed part of such fenders shall be less than ten inches above the rails; and said last mentioned companies shall not thereafter operate any such cars in the Borough of Queens or in the Borough of Brooklyn southerly or easterly of the line heretofore described, except those exempted as aforesaid, unless equipped with such fenders in a good operating condition.

(4) That, except as hereinbefore provided, on or before July 31, 1915, said last mentioned companies equip all cars hereinbefore required to be equipped with wheel guards operated by them in the Borough of Queens, or in the Borough of Brooklyn southerly or easterly of a line described as follows:

BEGINNING at a point on the southerly line of 25th street at its intersection with the westerly line of Third avenue; running thence easterly along the southerly line of 25th street to the easterly line of Fifth avenue, and thence northerly along the easterly line of Fifth avenue to the southerly line of 20th street; thence easterly along the southerly line of 20th street to the easterly line of Ninth avenue; thence northerly along the easterly line of Ninth avenue and Prospect park west to the Park plaza; thence easterly along the southerly line of the Park plaza and across Flatbush avenue to the southerly line of Eastern parkway to the easterly line of Rockaway avenue; thence northerly along the easterly line of Rockaway avenue to the southerly line of Fulton street; thence easterly along the southerly line of Fulton street to the easterly line of Crescent street; thence northerly along the easterly line of Crescent street to the boundary line between the Boroughs of Brooklyn and Queens,

with projecting fenders at the forward end of each car except such cars as are operated on Third avenue from 25th to 65th streets, on Fifth avenue from 25th to 65th streets, on Nostrand avenue from Eastern parkway to Malbone street, on Malbone street from Nostrand avenue to Flatbush avenue on the Prospect Park loop, on Kingston avenue from Eastern parkway to Carroll street and on Rockaway avenue from Eastern parkway to Hegeman street, in the Borough of Brooklyn, and on Greenpoint avenue from the boundary line between the Boroughs of Brooklyn and Queens to Calvary cemetery, in the Borough of Queens — such fenders to be of a type or types to be approved by the Commission, and to be carried in an operating position and so that the front part of the apron shall be not less than ten nor more than twelve inches above the rails and no fixed or rigid part of such fenders shall be less than ten inches above the rails; and said last mentioned companies shall not thereafter operate any such cars in the Borough of Queens or in the Borough of Brooklyn southerly or easterly of the line heretofore described, except those exempted as aforesaid, unless equipped with such fenders in a good operating condition.

(5) That cars assigned by said last mentioned companies to the Crosstown depot, which are sent to Maspeth for overhauling, be exempted from the requirements of this order as to fenders while en route between said Crosstown depot and Maspeth for that purpose.

(6) That cars of the Bushwick, Union Avenue and Wyckoff Avenue Lines while operating through to Glendale Park on Sundays and holidays be exempted from the requirements of this order as to fenders.

(7) That centre entrance or stepless cars be exempted from the requirements of this order as to fenders. And it is

Further ordered, That said last mentioned companies submit to the Commission for its approval complete drawings and specifications showing, among other things, all measurements and the method of attachment to the car of the type or types of fenders and wheel guards intended or desired to be used by them in compliance with this order, except such types of wheel guards as have already been approved by the Commission by resolution adopted April 22, 1910; and it is

Further ordered, That this order shall take effect on February 5th, 1914, and shall remain in force until revoked or modified; and it is

Further ordered, That within five days after service of a copy of this order upon them said last mentioned companies notify the Commission whether this order is accepted and will be obeyed.

Upon the application dated February 9, 1914, of the New York Consolidated Railroad Company, the Nassau Electric Railroad Company, the Coney Island and Gravesend Railway Company, the Brooklyn, Queens County and Suburban Railroad Company, the Brooklyn Heights Railroad Company and the South Brooklyn Railway Company for an extension of time within which to notify the Commission whether the terms of the order of February 5, 1914, were accepted and would be obeyed, the Commission, on February 17, 1914, issued an order (see blank form of extension order, page 379) granting such extension to February 24, 1914.

Upon application of the New York Consolidated Railroad Company, the Nassau Electric Railroad Company, the Coney Island and Gravesend Railway Company, the Brooklyn, Queens County and Suburban Railway Company, the Brooklyn Heights Railroad Company and the South Brooklyn Railway Company for an extension of time to comply with the order of February 5, 1914, the Commission, on July 31,

1914, issued an order (see blank form of extension order, page 379) extending to May 1, 1915, the companies' time within which to equip open cars with projecting fenders and to January 1, 1916, the companies' time to equip certain other cars with projecting fenders.

MATTERS RELATING MAINLY TO OPERATION

Brooklyn Heights Railroad Company — Proposed operation of through route from Greenpoint to Borough of Manhattan over Williamsburg bridge

Case No. 1855,
Hearing Resolution

This proceeding was begun upon motion of the Commission on the question of a route to be operated by the Brooklyn Heights Railroad Company from Greenpoint to the Borough of Manhattan over the Williamsburg bridge. The Commission on July 23, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on July 30, 1914. Hearings were had on July 30, 1914, and on subsequent dates to October 20, 1914, and closed.

Brooklyn Heights Railroad Company — Failure to stop cars at Cortelyou road on Sixteenth Avenue Line

Case No. 1868,
Hearing Resolution
Final Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Brooklyn Heights Railroad Company on the Sixteenth Avenue Line in relation to the failure to stop cars at Cortelyou road, in the Borough of Brooklyn. The Commission on September 11, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on September 18, 1914. Hearing was had on September 18, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and service of the BROOKLYN HEIGHTS RAILROAD COMPANY on the 16th Avenue Line.

Case No. 1868,
Order
November 17, 1914

Failure to stop cars at Cortelyou Road

A hearing having been had in this proceeding on September 18, 1914, before Honorable George V. S. Williams, Commissioner, M. B. Hoffman appearing as counsel for the Brooklyn Heights Railroad Company, Henry H. Whitman, Assistant Counsel to the Commission, attending, it is

Ordered, That said Brooklyn Heights Railroad Company be and it hereby is directed from and including September 10 to and including May 30 in each year to stop all westbound cars on the 16th Avenue Line at Cortelyou road and Gravesend avenue to let off or take on passengers, and it is further

Ordered, That this order shall take effect forthwith and that within eight days after service thereof said Brooklyn Heights Railroad Company notify the Commission whether the terms of this order are accepted and will be obeyed.

Brooklyn Heights Railroad Company — Storing of cars on Manhattan avenue and Box street, Brooklyn

Case No. 1888,
Hearing Resolution

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Brooklyn Heights Railroad Company in storing cars on Manhattan avenue between Clay and Box streets and on Box street between Manhattan avenue and Commercial street, in the Borough of Brooklyn,

City of New York, and concerning the terminal facilities at the company's Cross-town depot. The Commission on November 17, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on November 30, 1914. Hearing was had on November 30, 1914, and closed.

Brooklyn, Queens County and Suburban Railroad Company and Brooklyn Heights Railroad Company—Complaint of Highbridge Taxpayers' Association as to through service from Ridgewood terminal to Jamaica

Case No. 1873,
Complaint Order
Notice of Hearing

A petition dated September 11, 1914, was received from the Highbridge Taxpayers' Association, requesting that the Brooklyn, Queens County and Suburban Railroad Company and the Brooklyn Heights Railroad Company be required to furnish through service from Ridgewood terminal to Jamaica. The Commission on September 20, 1914, directed (see blank form of complaint order, page 379) that the companies satisfy the complaint, or that the charges be answered in writing, by the companies. Under date of October 12, 1914, the companies made answer to the complaint, stating that the number of passengers transferring from the Myrtle Avenue Line to the Jamaica Avenue Line was not sufficient to warrant operation of through service to Jamaica. On October 20, 1914, the Commission gave notice (see blank form of notice, page 380) of a hearing to be held on October 26, 1914.

Fifth Avenue Coach Company—Operation of motor buses to announced destination points and to termini of routes

Case No. 1674,
Discontinuance Order

This proceeding was begun upon motion of the Commission on the question of operation of motor buses by the Fifth Avenue Coach Company to announced destination points. Hearing was had on April 28, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION on the question of operation of motor buses by the FIFTH AVENUE COACH COMPANY to announced destination points.

Case No. 1674,
Discontinuance Order
January 9, 1914

A hearing having been held on motion of the Commission on April 28, 1913, to determine whether the Fifth Avenue Coach Company gave adequate service with regard to the operation of motor buses to destinations announced on signs and with regard to operation of buses to the terminal of routes, and the Commission being of opinion that since the date of said hearing the service of the company has been changed and improved so that buses are now operated to the announced terminal of the routes.

Now, therefore, it is

Ordered, That this proceeding be and the same hereby is in all respects discontinued.

Interborough Rapid Transit Company, New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company—Standing of passengers on rear platforms of end cars of trains

Case No. 1693,
Further Hearing Resolution
Final Order
Extension Order
Rehearing Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Interborough Rapid Transit Company, the New York Consolidated Railroad Company, the Nassau Electric Railroad Com-

pany and the South Brooklyn Railway Company as to passengers standing on rear platforms of end cars of trains. Hearings were had on June 24 and 26, 1913. The Commission, on April 17, 1914, directed (see blank form of hearing resolution, page 381) that a further hearing be had on April 24, 1914. Hearing was had on April 24, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and service of the INTERBOROUGH RAPID TRANSIT COMPANY, NEW YORK CONSOLIDATED RAILROAD COMPANY, NASSAU ELECTRIC RAILROAD COMPANY and SOUTH BROOKLYN RAILWAY COMPANY.

Case No. 1693,
Order
July 22, 1914

Passengers standing on rear platforms of end cars of trains

A hearing having been duly held in this matter on June 26, 1913, pursuant to a resolution for hearing adopted by the Commission on June 17, 1913, before Hon. George V. S. Williams, Commissioner, T. A. Marsh appearing for New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company, Arthur G. Peacock appearing for Interborough Rapid Transit Company, Nathaniel Tompkins, a complainant, appearing in person, Arthur DuBois, Assistant Counsel, attending for the Commission, and a further hearing having been held in said proceeding on April 24, 1914, before Honorable George V. S. Williams, Commissioner, Arthur G. Peacock appearing for Interborough Rapid Transit Company, J. J. Dempsey appearing for New York Consolidated Railroad Company, E. J. Crummev, Assistant Counsel, attending for the Commission, and it appearing after said hearing that the regulations, practices and service of the New York Consolidated Railroad Company, the Nassau Electric Railroad Company and South Brooklyn Railway Company in respect to the transportation of persons within the First District are in certain respects unreasonable and improper.

Now, therefore, it is

Ordered, That New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company provide and maintain on the rear platform of all elevated trains operated during the hours below stated by said companies in The City of New York, an employee who shall control the conduct of passengers riding on the rear platform and whose duty it shall be to care for the safety and convenience of passengers on the rear platforms of such trains and passengers who are on station platforms passed by such trains, to the end that the safety and convenience of passengers shall be guarded from bolsterous or improper conduct:

WESTBOUND (toward the Borough of Manhattan)

Saturdays from 6:30 A. M. to 9:30 A. M.—throughout the year
Saturdays from 7:00 P. M. to midnight — from May 30 to September 15
Sundays from 7:00 P. M. to 12 midnight — from May 30 to September 15
Holidays from 7:00 P. M. to 12 midnight — from May 30 to September 15
All other days 6:30 A. M. to 9:30 A. M.—throughout the year

EASTBOUND

Saturdays from 12 noon to 3:00 P. M.—throughout the year
Saturdays from 3:00 P. M. to 6:00 P. M.—from May 30 to September 15
Sundays from 12 noon to 6:00 P. M.—from May 30 to September 15
Holidays from 9 A. M. to 6:00 P. M.—from May 30 to September 15
All other days 4:30 P. M. to 7:30 P. M.—throughout the year

Further ordered, That this order take effect at once.

Further ordered, That a certified copy of this order be served personally or by mail upon New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company within five days.

Further ordered, That each of said companies notify the Commission within ten (10) days after receipt of a certified copy of this order whether the terms of this order are accepted and will be obeyed.

Application in writing dated July 30, 1914, having been made by the Nassau Electric Railroad Company, the New York Consolidated Railroad Company and the South Brooklyn Railway Company for an extension of time within which to notify the Commission whether the terms of the order of July 23, 1914, were accepted and would be obeyed, the Commission on August 21, 1914, issued an order (see blank form of extension order, page 379) extending the time to August 21, 1914.

Application in writing dated August 20, 1914, having been made by the New York Consolidated Railroad Company, the Nassau Electric Railroad Company and the South Brooklyn Railway Company for a rehearing in respect of the matters determined in and by the order of July 23, 1914, the Commission on September 11, 1914, directed (see blank form of rehearing resolution, page 382) that a rehearing be had on September 22, 1914. Rehearings were had on September 22 and 29, 1914, and closed.

Interborough Rapid Transit Company — Operation of through trains of Third Avenue Elevated Line to and from Harlem river or Willis Avenue station

Case No. 1784,
Hearing Resolution
Opinion
Discontinuance Order

This proceeding was begun upon motion of the Commission on the question whether the Interborough Rapid Transit Company should be required to operate through trains of its Third Avenue Elevated Line to and from the Harlem river or Willis Avenue station of the New York, New Haven and Hartford Railroad Company and the New York, Westchester and Boston Railway Company. The Commission on January 6, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on January 12, 1914. Hearings were had on January 12, 15 and 23, 1914. On February 3, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 54).

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question whether the INTERBOROUGH RAPID TRANSIT COMPANY should be required to operate through trains of its Third Avenue Elevated Line to and from the Harlem River or Willis Avenue station of the New York, New Haven and Hartford Railroad Company and the New York, Westchester and Boston Railway Company.

Case No. 1784,
Discontinuance Order
February 3, 1914

A hearing having been duly had in the above entitled matter on January 12, 15 and 23, 1914, Honorable John E. Eustis, Commissioner, presiding, Arthur G. Peacock, Esq., appearing for the Interborough Rapid Transit Company, Harry M. Chamberlain, Esq., attending for the Commission; and the Commission being of opinion that the Interborough Rapid Transit Company should not now be required to operate through trains of its Third Avenue Elevated Line to and from the Harlem River or Willis Avenue Station of the New York, New Haven and Hartford Railroad Company and the New York, Westchester and Boston Railway Company, it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued.

Long Island Railroad Company — Operation of steam locomotives in Atlantic Avenue Division tunnels

Case No. 1878,
Hearing Resolution

This proceeding was begun upon motion of the Commission concerning the regulations, practices and equipment of The Long Island Railroad Company in regard to the operation of steam locomotives in its Atlantic Avenue Division tunnels. The Commission on October 20, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on October 26, 1914.

Hearing was had on October 26, 1914, and closed. On December 8, 1914, the Commission directed (see blank form of hearing resolution, page 381) that a further hearing be had on December 14, 1914. Further hearings were had on December 14 and 21, 1914, when the hearing was closed.

Nassau Electric Railroad Company and Brooklyn, Queens County and Suburban Railroad Company — Failure to stop surface cars at Broadway and Rodney street, Brooklyn

Case No. 1814,
Hearing Resolution
Final Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Nassau Electric Railroad Company on its Ralph-Rockaway Avenue Line, and of the Brooklyn, Queens County and Suburban Railroad Company on its Broadway, Reid Avenue, Sumner Avenue and Wyckoff Avenue Lines, with respect to the failure to stop cars at Broadway and Rodney street, Borough of Brooklyn. The Commission on April 14, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had April 20, 1914. Hearing was had on April 20, 1914.

Thereupon the Commission issued the following order :

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and service of the NASSAU ELECTRIC RAILROAD COMPANY on its Ralph-Rockaway Avenue Line, and the BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY on its Broadway, Reid Avenue, Sumner Avenue and Wyckoff Avenue Lines.

Case No. 1814,
Final Order
April 21, 1914

Failure to stop cars at Broadway and Rodney street

A hearing having been had by and before the Commission in the above entitled matter on April 20, 1914, Commissioner Williams presiding, William Siebert appearing for the Nassau Electric Railroad Company and the Brooklyn, Queens County and Suburban Railroad Company, Louis C. Wills appearing for St. Paul's Evangelical Lutheran Church, James T. Holle appearing for The Manufacturers & Business Men's Association of New York and Edward M. Deegan, Assistant Counsel, attending for the Commission; and testimony having been taken on said hearing; and the Commission having determined after the proceedings on said hearing that it would be reasonable to require the Nassau Electric Railroad Company to stop its cars on its Ralph-Rockaway Avenue Line and the Brooklyn, Queens County and Suburban Railroad Company to stop its cars on its Broadway, Reid Avenue, Sumner Avenue and Wyckoff Avenue Lines at Broadway and Rodney Street in the Borough of Brooklyn, City of New York, for the purpose of permitting passengers to board said cars and alight therefrom at said point,

Now, therefore, it is

Ordered,

(1) That said Nassau Electric Railroad Company be and it hereby is directed and required to stop its eastbound and westbound cars on its Ralph-Rockaway Avenue Line at Broadway and Rodney Street for the purpose of permitting passengers to board and alight from said cars at said point.

(2) That said Brooklyn, Queens County and Suburban Railroad Company be and it hereby is directed and required to stop its eastbound and westbound cars on its Broadway, Reid Avenue, Sumner Avenue and Wyckoff Avenue Lines at Broadway and Rodney Street for the purpose of permitting passengers to board and alight from said cars at said point.

(3) That this order shall take effect on the 25th day of April, 1914, and shall continue in force until changed or abrogated by further order of the Commission.

(4) That said Nassau Electric Railroad Company and said Brooklyn, Queens County and Suburban Railroad Company notify this Commission on or before the 28th day of April, 1914, whether the terms of this order are accepted and will be obeyed.

New York and Long Island Traction Company -- Sprinkling streets with water

Case No. 1849,
Hearing Resolution
Final Order
Modifying Order

This proceeding was begun upon motion of the Commission on the question of compelling the New York and Long Island Traction Company to sprinkle the streets on which it operated its cars. The Commission on July 1, 1914, directed (see

blank form of hearing resolution, page 381) that a hearing be had on July 9, 1914. Hearings were had on July 9 and 16, 1914.

Thereupon the Commission issued the following order :

IN THE MATTER

OF THE

Hearing on motion of the COMMISSION on the question of compelling NEW YORK AND LONG ISLAND TRACTION COMPANY to sprinkle the streets on which it is exercising its franchise.

Case No. 1849,
Final Order
July 30, 1914

A hearing having been had in the above entitled matter on July 9 and July 16, 1914, Commissioner Cram presiding, A. C. Peacock of Counsel, appearing for the New York and Long Island Traction Company, and Edward M. Deegan, Assistant Counsel, attending for the Commission, and it appearing that said company is not sprinkling the streets and highways in the City of New York on which it operates its cars pursuant to the obligation contained in the franchise adopted by the Board of Aldermen of the City of New York on December 22, 1903, and approved by the Mayor of The City of New York on December 29, 1903, and accepted by said company on December 30, 1903, and said company by its attorney having admitted its obligation to sprinkle the streets and highways pursuant to said franchise,

Now, therefore, it is

Ordered, That said New York and Long Island Traction Company be, and it is hereby directed to comply with the provisions of said franchise regarding the sprinkling of the streets and highways in the City of New York on which it operates its cars as set forth in Subdivision 16 of Section 2 of said franchise.

Further ordered, That this order shall take effect immediately and shall continue in force until changed or abrogated by order of the Commission.

Further ordered, That said New York and Long Island Traction Company notify the Public Service Commission for the First District within eight days after service of this order upon it whether the terms of this order are accepted and will be obeyed.

The company having applied under date of August 12, 1914, for the discontinuance of the proceeding and for a rescission of the order adopted July 30, 1914, the Commission issued the following order :

CASE No. 1849, ORDER MODIFYING ORDER OF JULY 30, 1914

(August 21, 1914)

The New York and Long Island Traction Company having made application under date of August 12, 1914, for a discontinuance of the above entitled proceeding and for a rescission of the order adopted by the Commission herein on July 30, 1914, and the Commission being of the opinion that the application for such discontinuance and rescission should be denied, but that said order should be changed, it is

Ordered, That said application for a discontinuance of the above entitled proceeding and for the rescission of the order made and filed herein on July 30, 1914, be and the same hereby is denied.

Further ordered, That said order of the Commission made and filed herein on July 30, 1914, be and the same hereby is modified so that said order shall read as follows :

A hearing having been had in the above entitled matter on July 9 and July 16, 1914, Commissioner Cram presiding, A. G. Peacock, of counsel, appearing for The New York and Long Island Traction Company and Edward M. Deegan, Assistant Counsel, attending for the Commission, and it appearing that said Company is not sprinkling the streets and highways in the City of New York on which it operates its cars pursuant to the obligation contained in the franchise adopted by the Board of Alderman of the City of New York on December 22, 1903, and approved by the Mayor of the City of New York on December 29, 1903, and accepted by said company on December 30, 1903, and said Company by its attorney having admitted its obligation to sprinkle the streets and highways pursuant to said franchise,

Now, therefore, it is

Ordered, That said, The New York and Long Island Traction Company be and it is hereby directed (1) to comply with the provisions of said franchise regarding the sprinkling of the streets and highways in the City of New York on which it operates its cars as set forth in Subdivision 16 of Section 2 of said franchise; or (2) to sprinkle with oil the streets and highways in the City of New York on which it operates its cars under said franchise as often as may be necessary to allay the dust thereon.

Further ordered, That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

Further ordered, That said The New York and Long Island Traction Company notify the Public Service Commission for the First District within eight days after service of this order upon it whether the terms of this order are accepted and will be obeyed.

584 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

New York Central and Hudson River Railroad Company — Operation of freight trains on Eleventh avenue

Case No. 1292,
Suspension Orders

This proceeding was begun upon motion of the Commission on the question of the regulations, practices, equipment, appliances and service of the New York Central and Hudson River Railroad Company with respect to the operation of freight trains on Eleventh avenue. Hearings were had during 1910, and on December 13, 1910, the Commission issued an order restricting the hours during which the company might operate freight trains on that avenue. Upon applications of the company during 1910, 1911 and 1912 for temporary suspensions of the order of December 13, 1910, the Commission issued orders granting the desired suspensions.

Upon application of the company for a suspension of the order of December 13, 1910, the Commission on February 17, 1914, issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION on the question of regulations, practices, equipment, appliances and service of the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

Case No. 1292,
Suspension Order
February 17, 1914

Operation of Freight Trains on Eleventh Avenue

Applications in writing dated February 14, 1914, and February 16, 1914, having been made by the New York Central and Hudson River Railroad Company for a suspension of the Order hereinafter mentioned, and sufficient reason appearing therefore, it is

Ordered, That the provisions of the Final Order duly made in the above entitled matter on December 13, 1910, directing the New York Central and Hudson River Railroad Company not to operate any freight trains on Eleventh Avenue, in the Borough of Manhattan, City of New York, during certain hours therein specified, be and the same hereby is suspended from February 14, 1914, to February 23, 1914, both dates inclusive.

Further ordered, That the foregoing suspension shall be effective only upon the condition that the said company shall, for every train movement during the periods when the operation of freight trains is prohibited by said Final Order, maintain at every street or highway crossing of its tracks on Eleventh Avenue between Thirty-fourth Street and Fifty-ninth Street, a watchman or flagman whose duty it shall be timely to warn pedestrians and vehicles of the approach of cars.

Upon applications of the company, dated February 21, March 2 and March 9, 1914, the Commission on February 24, March 3 and March 10, 1914, issued orders similar to the order of February 17, 1914, suspending the order of December 13, 1910, from February 24 to 28, inclusive, from March 2 to 9, inclusive, and from March 10 to 16, 1914, inclusive, respectively.

New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company — Turning back of trains on elevated lines

Case No. 1808,
Hearing Resolution
Final Order "A"

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company on the Bay Ridge, West End, Culver, Brighton Beach, Fulton Street, Myrtle Avenue, Lexington Avenue, Broadway-Canarsie and Broadway-Cypress Hills Lines. The Commission on March 20, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on March 31, 1914. Hearing was had on March 31, 1914.

Thereupon the Commission issued the following order :

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and service of the New YORK CONSOLIDATED RAILROAD COMPANY, NASSAU ELECTRIC RAILROAD COMPANY and the SOUTH BROOKLYN RAILWAY COMPANY, on the Bay Ridge, West End, Culver, Brighton Beach, Fulton Street, Myrtle Avenue, Lexington Avenue, Broadway-Canarsie and Broadway-Cypress Hills Lines.

Case No. 1808,
Order "A"
July 9, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on March 31, 1914, Commissioner Williams presiding; and the Commission being of the opinion after said hearing that the regulations, practices and service of the New York Consolidated Railroad Company on its Broadway-Canarsie Line in respect to the transportation of passengers within the First District are unreasonable, improper and inadequate in that said company fails and neglects to cause all trains in service on said line to stop at the New Lots Avenue Station, the Livonia Avenue Station and the Sutton Avenue Station on said line.

Ordered,

(1) That said New York Consolidated Railroad Company be and it hereby is directed and required to cause each and every train in service on said line to stop at the New Lots Avenue Station, the Livonia Avenue Station and the Sutton Avenue Station on said line and to receive and deliver passengers at each and all of said stations.

(2) That this order shall take effect on the 20th day of July, 1914, and shall continue in force until changed or abrogated by further order of the Commission.

(3) That on or before the 16th day of July, 1914, said New York Consolidated Railroad Company notify the Commission in writing whether the terms of this order are accepted and will be obeyed.

New York Railways Company — Reversing direction of cars of Madison Street Line operating on Chambers and Duane streets

Case No. 1885,
Hearing Resolution

This proceeding was begun upon motion of the Commission with regard to the question of reversing the direction in which the cars of the Madison Street Line of the New York Railways Company were operated on Chambers street and Duane street in the Borough of Manhattan. The Commission on November 10, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on November 23, 1914. Hearings were had on November 23, and December 1 and 8, 1914.

Railroad Corporations, Street Railroad Corporations and Common Carriers — Smoking on passenger cars and stations

Case No. 1689,
Suspension Order

This proceeding was begun upon motion of the Commission on the question of changes and improvements in the regulations, practices and service of Railroad Corporations, Street Railroad Corporations and Common Carriers subject to the jurisdiction of the Commission, in regard to smoking on passenger cars and stations. A hearing was had on June 18, 1913. The Commission on August 1, 1913, rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 383), and issued an order directing all street railroad corporations subject to the jurisdiction of the Commission to prohibit smoking or the carrying of lighted cigars, cigarettes and pipes in or upon their stations, station platforms, station stairways, waiting-rooms, waiting cars or shelters, except upon open cars with seats accessible directly from running boards. On September 16, 1913, the Commission issued an order amending the final order dated August 1, 1913, so as to extend from August

1 to October 1, 1913, the time by which all companies were to comply therewith and denying various applications for a rehearing.

Application was made by the Third Avenue Railway Company, the Dry Dock, East Broadway and Battery Railroad Company and the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company for a suspension of the final order as amended in so far as the same required those companies to prohibit smoking and the carrying of lighted cigars, cigarettes and pipes on its cars known as "convertible" cars during the time within which the side windows or panels were removed from such cars for the summer season, except that smoking should be permitted on the three rear seats on each side of such cars.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION on the question of changes or improvements in the regulations, practices and service of RAILROAD CORPORATIONS, STREET RAILROAD CORPORATIONS and COMMON CARRIERS SUBJECT TO THE JURISDICTION OF THE COMMISSION in respect to smoking on passenger cars and stations.

Case No. 1689,
Suspension Order as to
Certain Companies
May 1, 1914

A final order having been made herein on August 1, 1913 (amended September 16, 1913) which final order as amended prescribed certain regulations in respect of smoking and the carrying of lighted cigars, cigarettes and pipes on cars operated by all the street railroad corporations subject to the jurisdiction of this Commission, including the Third Avenue Railway Company, the Dry Dock, East Broadway and Battery Railroad Company and the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company; and application having been made by said Third Avenue Railway Company, Dry Dock, East Broadway and Battery Railroad Company and Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company for a suspension of said final order as amended in so far as the same requires said companies to prohibit smoking and the carrying of lighted cigars, cigarettes and pipes on its cars known as "convertible" cars during the time within which the side panels are removed from said cars for the summer season; and the Commission being of the opinion that said application should be granted.

Ordered,

(1) That said final order as amended be and the same hereby is suspended for and during the period of six (6) months from and after the first day of May, 1914, in so far as the same affects said convertible cars operated by said Third Avenue Railway Company, Dry Dock, East Broadway and Battery Railroad Company and Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company, provided that during said time the side panels shall be removed from said cars and provided also that smoking shall be permitted only on the longitudinal seats at the rear of each car and on not more than the three rear cross seats on each side of the car and said companies shall make and enforce regulations prohibiting the practices mentioned except as herein permitted, and shall post conspicuously in said cars appropriate notices that such practices are prohibited therein except as herein permitted, and shall instruct and direct their employees to see that such regulations are enforced.

(2) That this order shall take effect on receipt by the Commission of a communication from said companies accepting the terms and conditions of this order and promising and agreeing to obey and enforce the same.

(3) That said Third Avenue Railway Company, Dry Dock, East Broadway and Battery Railroad Company and Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company notify the Commission on or before May 5, 1914, whether the terms and conditions of this order are accepted and will be obeyed and enforced.

Application dated May 7, 1914, was made by the Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the Coney Island and Brooklyn Railroad Company and the Coney Island and Gravesend Railway Company for an amendment of the final order, as amended, so that the same shall not require the said companies to prohibit smoking and the carrying of lighted cigars, cigarettes and pipes on their cars known as "convertible" cars during the time within which the side windows or panels were removed from such cars for the summer season, except that smoking should be permitted only on the four rear seats on each side of such cars.

Thereupon the Commission issued the following order:

CASE No. 1689, SUSPENSION ORDER AS TO BROOKLYN HEIGHTS RAILROAD COMPANY
ET AL.

(June 16, 1914)

A final order having been duly made herein on August 1, 1913, (amended September 16, 1913) which final order as amended prescribed certain regulations in respect of smoking and the carrying of lighted cigars, cigarettes and pipes on cars operated by all the street railroad corporations subject to the jurisdiction of this Commission, including the Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the Coney Island and Brooklyn Railroad Company and the Coney Island and Gravesend Railroad Company; and applications in writing dated May 7, 1914, having been made by the Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the Coney Island and Brooklyn Railroad Company and the Coney Island and Gravesend Railroad Company for an amendment of the said final order, as amended, so that the same shall not require the said companies to prohibit smoking and the carrying of lighted cigars, cigarettes and pipes on their cars known as "convertible" cars during the time within which the side windows or panels are removed from said cars for the summer season, provided that smoking shall be permitted only on the rear four seats on each side of such cars, the rear longitudinal seat being counted as one of the four; and the Commission being of the opinion that said application should be granted to the extent hereinafter stated, it is

Ordered,

(1) That said final order, as amended, be and the same hereby is suspended for and during the period from the date of this order to October 1, 1914, in so far as the same affects the convertible cars operated by the Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the Coney Island and Brooklyn Railroad Company and the Gravesend Railroad Company in the series known as Nos. 3555-56, 3700, 3900, 4100, 4300 and 4500, and other convertible cars of exactly the same type as those of the said series, provided that during said time the side panels shall be removed from said cars and provided also that smoking shall be permitted only on the longitudinal seats at the rear of each car and on not more than the four rear cross seats on each side of the car, the rear longitudinal seat being counted as one of the four, and that said companies shall make and enforce regulations prohibiting the practices mentioned except as herein permitted and shall post conspicuously in said cars appropriate notices that such practices are prohibited therein except as herein permitted, and shall instruct and direct their employees to see that such regulations are enforced.

(2) That said order shall take effect on receipt by the Commission of a communication from said companies accepting the terms and conditions of this order and promising and agreeing to obey and enforce the same.

(3) That said, the Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the Coney Island and Brooklyn Railroad Company and the Coney Island and Gravesend Railroad Company notify the Commission on or before June 24, 1914, whether the terms and conditions of this order are accepted and will be obeyed and enforced.

Street Railroad Corporations—Return of fares or issuance of emergency or block tickets

Case No. 1812,
Hearing Resolution
Opinion
Final Order
Extension Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices, service and rates of fare of all street railroad corporations owning, operating or managing street railroads subject to the jurisdiction of the Commission with respect to the return of fares or the issuance of emergency or block tickets. The Commission on March 31, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on April 8, 1914. Hearings were had on April 8, 1914, and on subsequent dates to May 11, 1914. On July 30, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 284).

Thereupon the Commission issued the following order :

IN THE MATTER

OF THE

Hearing on the motion of the Commission concerning the regulations, practices, service and rates of fare of all STREET RAILROAD CORPORATIONS owning, operating or managing street railroads subject to the jurisdiction of the Commission.

Case No. 1812,
Order

July 30, 1914

Re: Return of Fares or Issuance of Emergency or Block Tickets

A hearing having been duly had by and before the Commission in the above entitled matter on the 8th, 23d and 30th days of April and the 11th day of May, 1914, Hon. Milo R. Maltbie, Commissioner presiding, and the Commission being of the opinion after said hearing that the regulations, practices and service of street railroad corporations operating street surface railroads in respect to the transportation of persons within the jurisdiction of the Commission in cases of blocks or delays are unjust, unreasonable, improper or inadequate and that just, reasonable, adequate and proper regulations with respect to the issuance of tickets (designated hereinafter as "block tickets") by said street railroad corporations in cases of delay or of block in street railroad traffic should be fixed and prescribed by the Commission by an order to be served upon every such street railroad corporation to be bound thereby,

Now, therefore, it is
Ordered,

(1) That all street railroad corporations operating street surface railroads subject to the jurisdiction of this Commission be and they are directed to issue block tickets good for cash privileges until the end of the second day after issuance on any of the cars of the issuing company to passengers entitled to ride by reason of payment of cash fares or by reason of the possession of transfers or other tokens when any cars of the said railroad companies are delayed or blocked for a period of 15 successive minutes or more, and said railroad companies do not proceed within said 15 minutes to carry their passengers to their destination either by issuing transfers to another line or by the re-routing of cars around the obstruction or block or by any other reasonable means, provided, however, that if any delay or block is caused (a) by street parades legally authorized by the proper authorities of the City of New York, (b) by the lifting or opening of a bridge, issuance of block tickets shall not be required.

(2) That such of the said street railroad corporations as are able in cases of delay or block to continue the transportation of passengers within the prescribed 15 minutes either by issuing transfers to another line or by the re-routing of cars or by any other reasonable means be and they hereby are directed to adopt and put in force such rules, practices and regulations as they may find necessary to provide for the continuance of transportation.

(3) That such of the said street railroad corporations as are unable or fail to provide for the continuance of transportation in cases of delay or block as above provided and not within the exceptions made in paragraph (1) be and they hereby are directed to adopt some form of block ticket good for the privileges as aforesaid, and further to adopt and put in force such rules, practices and regulations as they may find necessary for the issuance of said tickets.

(4) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

(5) That each of the street surface railroad corporations upon which this order is served notify the Commission within ten days after service of this order upon it whether the terms of this order are accepted and will be obeyed.

On August 13, 1914, the New York Railways Company, the New York and Queens County Railway Company, the New York and Long Island Traction Company, the Long Island Electric Railway Company, and the Brooklyn and North River Railroad Company made applications for an extension of time within which to notify the Commission whether the terms of the order of July 30, 1914, were accepted and would be obeyed. Thereupon the Commission on August 21, 1914, issued an order (see blank form of extension order, page 379) extending the time to August 28, 1914.

MATTERS RELATING MAINLY TO SERVICE

Brooklyn Heights Railroad Company — Service on Bay Ridge Avenue Line

Case No. 1608,
Discontinuance Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices, equipment and service of the Brooklyn Heights Railroad Company on its Bay Ridge Avenue Line, in the Borough of Brooklyn. Hearings were had on January 23, and February 7, 21 and 28, 1913.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission concerning the regulations, practices, equipment and service of THE BROOKLYN HEIGHTS RAILROAD COMPANY on its Bay Ridge Avenue line in the Borough of Brooklyn, City of New York.

Case No. 1608,
Discontinuance Order
July 30, 1914

A hearing having been duly held in the above entitled matter on January 3, 1913, and on adjourned dates to February 28, 1913, Honorable George V. S. Williams, Commissioner, presiding, William Seibert, Esq., and M. B. Hoffman, Esq., appearing for The Brooklyn Heights Railroad Company, and H. M. Chamberlain, Esq., Assistant Counsel, attending for the Commission, and testimony having been taken, it is

Ordered, That the above entitled proceeding be, and the same hereby is, discontinued, without prejudice, however, to any other or further hearing or the making of any Order or Orders with reference to the subject matter of this proceeding.

Brooklyn Heights Railroad Company — Service on Putnam Avenue Line

Case No. 1713,
Discontinuance Order

This proceeding was begun upon motion of the Commission on the question of improvements in the service of the Brooklyn Heights Railroad Company on its Putnam Avenue Line. Hearings were had on September 3 and 9, 1913. Further hearings were had on November 11 and 18, 1913.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of improvements in the service of THE BROOKLYN HEIGHTS RAILROAD COMPANY on its Putnam Avenue Line.

Case No. 1713,
Discontinuance Order
July 30, 1914

A hearing having been duly held in the above entitled matter on September 9, 1913, and on adjourned dates to November 18, 1913, Honorable George V. S. Williams, Commissioner, presiding, D. A. Marsh, Esq., appearing for The Brooklyn Heights Railroad Company, T. S. Todd, Esq., complainant, appearing in person, and H. M. Chamberlain, Esq., Assistant Counsel, attending for the Commission, and testimony having been taken, it is

Ordered, That the above entitled proceeding be, and the same hereby is, discontinued, without prejudice, however, to any other or further hearing or the making of any Order or Orders with reference to the subject matter of this proceeding.

Brooklyn Heights Railroad Company — Service on Flatbush Avenue Line

Case No. 1794,
Hearing Resolution
Discontinuance Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Brooklyn Heights Railroad Company on its Flatbush Avenue Line. The Commission on February 3, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on February 18, 1914. A hearing was had on February 18, 1914.

Thereupon the Commission issued the following order:

<p style="text-align: center;">IN THE MATTER OF THE</p> <p>Hearing on the motion of the COMMISSION concerning the regulations, practices and service of THE BROOKLYN HEIGHTS RAILROAD COMPANY on its Flatbush Avenue Line.</p>
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Case No. 1794,
Discontinuance Order
November 10, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on February 18, 1914, on which day the hearing was closed; and a hearing having been subsequently instituted in Case No. 1880 covering nearly all the surface lines in Brooklyn, including the Flatbush Avenue Line, and it appearing that a full consideration of the service on the Flatbush Avenue Line will be had on the hearing in said Case No. 1880.

Ordered, That the above entitled proceeding be and the same hereby is discontinued.

Brooklyn Heights Railroad Company, Brooklyn, Queens County and Suburban Railroad Company, Coney Island and Gravesend Railway Company, Coney Island and Brooklyn Railroad Company and Nassau Electric Railroad Company — Service on street surface railroads

Case No. 1880,
Hearing Resolution

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of The Brooklyn Heights Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the Coney Island and Gravesend Railway Company, the Coney Island and Brooklyn Railroad Company and the Nassau Electric Railroad Company in respect to the transportation of passengers on their respective lines of street surface railroad, excepting the Sixteenth Avenue Line. The Commission on October 20, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on October 26, 1914. Hearings were had on October 26, 1914, and on subsequent dates to December 21, 1914, when the hearing was adjourned subject to call. Further hearing was had on December 31, 1914, and adjourned to January 6, 1915.

Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company — Service on Broadway Branch Line, 110th Street Crosstown Line, Forty-Second Street Crosstown Line and Tenth Avenue Branch Line

Case No. 1821,
Hearing Resolution
Discontinuance Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company on the Broadway Branch Line, the 110th Street Crosstown Line, the 42d Street Crosstown Line and the Tenth Avenue Branch Line. The Commission on May 12, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on May 19, 1914. Hearings were had on May 19 and 26, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission concerning the regulations, practices and services of the FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY.

Case No. 1821.
Discontinuance Order
May 27, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on May 19 and May 26, 1914, Commissioner Eustis presiding, Edward A. Maher, Jr., appearing for the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company, and Edward M. Deegan, Assistant Counsel, attending for the Commission, and testimony having been taken, and it appearing that in the opinion of the Commission the service on the Broadway Branch Line of said Company is inadequate at least between 10:45 and 11:45 P. M. on week days, and said company having by its representative at the hearing agreed to supplement the present service on said line by the operation of additional cars thereon during said period so as to afford adequate service, and the Commission being of the opinion that this proceeding should be discontinued, it is

Ordered, That the above entitled proceeding be and it hereby is discontinued without prejudice to the reopening of the same at any time on two days' notice and further proceedings therein, or to the making of any order or orders in another proceeding in respect to the subject matter of this proceeding.

Interborough Rapid Transit Company—Service on subway lines

Case No. 1291

This proceeding was begun upon motion of the Commission on the question of improvements in and additions to the service of the Interborough Rapid Transit Company on its subway lines. Hearing was had, and on December 23, 1910, the Commission issued an order directing the company to make certain increases in service on its local and express tracks and, after certain dates, to operate all trains on the Broadway Division as local trains north of 96th street and to operate certain local trains on the Broadway Division to and from Dyckman street. The order was amended on December 28, 1910, as to the date of commencement and hours of operation to and from Dyckman street. The company having made application on December 31, 1910, for a rehearing as to the provisions of the order of December 23, as amended, for increasing subway service, rehearsals were had during 1911 and 1912 to November 27, 1912. On January 7, 1913, the Commission issued an order after rehearing directing the company (1) beginning December 28, 1910, to operate daily on all subway express and local tracks in each direction past every two successive stations on the express tracks and every three successive stations on the local tracks during all hours of the day and night in each twenty-minute period, beginning on the even hour, twenty minutes past the hour and forty minutes past the hour (a) a sufficient number of trains and cars to provide a number of seats at least equal to the number of passengers, or (b) the maximum number of trains and cars that can be operated; (2) beginning January 2, 1911, to operate all trains on the Broadway Subway Division as local trains north of 96th Street station; (3) beginning January 2, 1911, to operate daily, except Sundays and holidays, through to Dyckman Street station every alternate northbound local train on the Broadway Subway Division leaving Brooklyn Bridge station between 4:26 P. M. and 6:15 P. M.; (4) beginning January 2, 1911, to start daily, except Sundays and holidays, between 7:30 A. M. and 9:00 A. M., from the Dyckman Street station every alternate southbound local train upon the Broadway Subway Division; (5) beginning January 7, 1913, to start daily, except Sundays and holidays, between 7:00 A. M. and 8:30 A. M., from the Freeman Street station every alternate southbound local train upon the Lenox Avenue Subway Division, and (6) beginning January 7, 1913, to operate daily, except Sundays and holidays, through to Freeman Street station every alternate northbound local train upon the Lenox Avenue Subway Division leaving Brooklyn Bridge station between 4:45 P. M. and 6:15 P. M. Commissioner Maltbie filed a memorandum in opposition to the order after rehearing adopted January 7, 1913. (See 4 P. S. C. R. [1st Dist. N. Y.], 1.)

On December 18, 1914, the Commission directed its Counsel to commence and prosecute such action as might be appropriate to enforce compliance by the company with the Commission's order with respect to service on the subway lines or to recover penalties for the violation thereof.

Interborough Rapid Transit Company—Service on subway to Brooklyn during non-rush hours

Case No. 1892,
Hearing Resolution

This proceeding was begun upon motion of the Commission to determine whether an order should be made requiring the Interborough Rapid Transit Company to provide more frequent service to Brooklyn during the non-rush hours. The Commission on December 8, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on December 16, 1914. Hearings were had on December 16 and 17, 1914, when the hearing was closed.

Long Island Railroad Company—Service, equipment and stations on Atlantic and Rockaway Beach Divisions

Case No. 1544,
Discontinuance Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices, equipment, appliances, stations, property and service of the Long Island Railroad Company on its Atlantic and Rockaway Beach Divisions. Hearings were had on July 30, 1912, and on subsequent dates to September 10, 1912.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the Commission concerning the regulations, practices, equipment, appliances, property and service of the LONG ISLAND RAILROAD COMPANY on the Atlantic Avenue Division and the Rockaway Beach Division.

Case No. 1544,
Order Discontinuing
Proceeding
December 29, 1914

Hearings having been duly had in the above entitled matter on July 30, 1912, and adjourned dates to September 10, 1912, pursuant to a resolution adopted by the Commission on July 23, 1912, Honorable George V. S. Williams, Commissioner, presiding, C. L. Addison, Esquire, appearing for the Long Island Railroad Company, and several complainants appearing by representatives or in person, Arthur DuBois, Esquire, and Harry M. Chamberlain, Esquire, Assistant Counsel, attending for the Commission, and certain improvements having been made in the service on the lines involved in the proceeding, and the question of further improvements being now considered by the Commission in another proceeding known as Case No. 1891, it is

Ordered, That the proceeding herein be and the same hereby is discontinued, without prejudice, however, to any further order or proceedings with reference to any of the matters covered by this proceeding.

Long Island Railroad Company—Service on lines of railroad from and to Long Island City and on Thirty-Fourth Street—Long Island City Ferry Line

Case No. 1753,
Discontinuance Order

This proceeding was begun upon motion of the Commission on the question of improvements in and additions to the service of the Long Island Railroad Company on its lines of railroad between Long Island City and other points within the First District, and on the ferry line between 34th street, Borough of Manhattan, and Long Island City, in the Borough of Queens. Hearings were had on November 7, 1913, and on subsequent dates to February 3, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the Commission on the question of improvements in and additions to the service of the Long Island Railroad Company on its lines of railroad between Long Island City and other points within the First District, and on the ferry line between Thirty-fourth Street, Borough of Manhattan, and Long Island City.

Case No. 1753,
Discontinuance Order
February 6, 1914

A hearing having been duly had in the above entitled proceeding by and before the Commission on November 7, November 14, December 5 and December 19, 1913, and February 3, 1914, Commissioner Cram presiding, C. L. Addison appearing for the Long Island Railroad Company, Jacob Elfert appearing for the Upper Flushing Improvement Association, George J. Ryan appearing for the Long Island City Business Men's Association and the Chamber of Commerce of the Borough of Queens, William Ryalnce appearing for a number of complainants and E. M. Deegan, Assistant Counsel, attending for the Commission; and it appearing that during the pendency of this proceeding the Long Island Railroad Company has made changes and improvements in and additions to the service on its railroad lines between Long Island City in the Borough of Queens and other points within the First District and on its ferry line between 34th street in the Borough of Manhattan and Long Island City, which changes, improvements and additions are satisfactory to the Commission, and the Commission being of the opinion that this proceeding should be discontinued, it is

Ordered, That the above entitled proceeding be and hereby is discontinued without prejudice to the reopening of the same at any time or times before the Commission and further proceedings therein or to the making of any order or orders in another proceeding in respect to the subject matter of this proceeding.

Long Island Railroad Company—Complaint of Jamaica Station Association
as to service and station facilities at Union Hall Street station

Case No. 1757,
Opinion
Final Order
Extension Orders
Amending Order

This proceeding was begun upon the complaint of the Jamaica Station Association against the Long Island Railroad Company as to the train service and station facilities at its Union Hall Street station. Hearings were had on November 25, and December 3 and 15, 1913. On January 16, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 10).

Thereupon the Commission issued the following order:

JAMAICA STATION ASSOCIATION

Complainant

against

THE LONG ISLAND RAILROAD COMPANY

Defendant

Case No. 1757,
Order
January 16, 1914

Train service and station facilities at Union Hall
Street Station

The complaint herein dated November 7, 1913, having been received and served upon The Long Island Railroad Company and thereafter a hearing having been duly held on November 25 and December 3, 1913, before Honorable George V. S. Williams, Commissioner, and on December 15, 1913, before Honorable John E. Eustis, Commissioner, George E. Cogswell appearing for the complainant, C. L. Addison appearing for The Long Island Railroad Company, Arthur DuBois, Assistant Counsel, attending for the Commission, and it appearing after said hearing that the regulations, service and equipment of The Long Island Railroad Company on its Main Line and Montauk Division with respect to Union Hall Street Station has been and is in certain respects unreasonable, inadequate and improper, and it being the judgment of the Commission that additional station facilities, service, equipment and devices should be provided in connection with the transportation of persons and property at Union Hall Street Station in order to secure adequate service or facilities.

Now, therefore, it is

Ordered, That the Long Island Railroad Company be and hereby is directed

(1) To extend and rearrange the runs on all local electric trains except train No. 1572 leaving Flatbush Avenue at 7:23 A. M., train No. 1652 leaving Flatbush Avenue at 5:25 P. M., an extra train leaving Flatbush Avenue at 5:53 P. M., train No. 1587 leaving Jamaica at 8:04 A. M. and train No. 1687 leaving Jamaica at 6:05 P. M., now operating between Flatbush Avenue and Jamaica, so that a stop shall be made by each train to take on and leave passengers at Union Hall Street Station. This provision shall take effect not later than February 2, 1914.

(2) To stop, for the purpose of taking on and leaving passengers at Union Hall Street Station, trains which are or which shall be due to arrive at or leave from Jamaica Station at approximately the following hours:

MAIN LINE					
West Bound			East Bound		
Train No.	Time at Jamaica	From	Train No.	Time at Jamaica	To
503	6:31 A.M.	Oyster Bay	516	9:20 A.M.	Oyster Bay
221	6:51 A.M.	Ronkonkoma	232	10:41 A.M.	Ronkonkoma
605	7:05 A.M.	Port Jefferson	642	3:24 P.M.	Oyster Bay and Port Jefferson
615	8:19 A.M.	Port Jefferson			
225	8:42 A.M.	Ronkonkoma	544	4:03 P.M.	Oyster Bay
521	8:57 A.M.	Oyster Bay	240	4:35 P.M.	Ronkonkoma
539	3:40 P.M.	Oyster Bay	244	5:22 P.M.	Ronkonkoma
635	5:36 P.M.	Wading River	256	5:45 P.M.	Mineola
			264	6:12 P.M.	Riverhead
			564	6:37 P.M.	Oyster Bay

MONTAUK DIVISION

West Bound

Train No.	Time at Jamaica	From
85	6:29 A.M.	Babylon
89	7:32 A.M.	Babylon & N. Y. B. E.
93	7:58 A.M.	Babylon
97	8:34 A.M.	Babylon & N. Y. B. E.
103	9:32 A.M.	Babylon
67	5:25 P.M.	Patchogue
119	6:13 P.M.	Babylon

(3) To construct and maintain on the westbound platform of Union Hall Street Station suitable separate toilets for men and women. This provision shall take effect not later than April 1, 1914.

(4) To make such changes and rearrangement of stations and station platforms as may be necessary to permit of the operation and stopping of trains as hereinbefore provided.

Further ordered, That this order is without prejudice to the making of a further order as to service or conditions at this station.

Further ordered, That this order shall remain in force until changed or modified by further order of the Commission.

Further ordered, That The Long Island Railroad Company notify the Public Service Commission for the First District not later than January 24, 1914, whether the terms of this order are accepted and will be obeyed.

Application dated January 20, 1914, having been made by the company for an extension of time within which to comply with the provisions of paragraph (2) of the order of January 16, 1914, relating to the stopping of certain trains at the Union Hall Street station, the Commission on January 30, 1914, issued an order (see blank form of extension order, page 379) granting the desired extension to March 4, 1914, and requiring the Long Island Railroad Company to file with the Commission by February 16, 1914, a written report stating the number of passengers using each of the trains mentioned in paragraph (2) of the order of January 16, 1914, who started or terminated their trip at Jamaica.

Application dated March 2, 1914, having been made by the company for an extension of time within which to comply with the provisions of paragraph (2) of the order of January 16, 1914, relating to the stopping of certain trains at the Union Hall Street station, the Commission on March 3, 1914, issued an order (see blank form of extension order, page 379) granting the desired extension to March 11, 1914.

The company under date of March 6, 1914, having applied for a modification of the order of January 16, 1914, in respect to certain trains recited therein, the Commission on March 10, 1914, issued the following order:

CASE No. 1757, ORDER AMENDING ORDER OF JANUARY 16, 1914
(March 10, 1914)

An order having been made herein January 16, 1914, directing certain improvements in station facilities at Union Hall Street Station and directing the stopping of certain additional trains at Union Hall Street Station, and the time of taking effect of certain provisions of said order as embodied in paragraph (2) thereof having been extended by the Commission on January 30, 1914, and on March 3, 1914, and The Long Island Railroad Company, by letter of March 6, 1914, signed by C. L. Addison, Assistant to the President, having asked for a modification of the said order in respect to certain of the trains recited therein,

Now, therefore, it is

Ordered, That the said order made herein January 16, 1914, be and the same hereby is amended to read as follows:

At a Stated Meeting of the Public Service Commission for the First District duly held at its office Number 154 Nassau Street in the Borough of Manhattan, City and State of New York, on the 16th day of January, 1914.

Present

EDWARD E. McCALL,
Chairman,

MIL0 R. MALTBIE,
JOHN E. EUSTIS,
GEORGE V. S. WILLIAMS,

Commissioners

JAMAICA STATION ASSOCIATION

against

Complainant

THE LONG ISLAND RAILROAD COMPANY

Defendant

Case No. 1757,
Order

Train service and station facilities at Union Hall Street Station

The complaint herein dated November 7, 1913, having been received and served upon The Long Island Railroad Company and thereafter a hearing having been duly held on November 25 and December 3, 1913, before Honorable George V. S. Williams, Commissioner, and on December 15, 1913, before Honorable John E. Eustis, Commissioner, George E. Cogswell appearing for the complainant, C. L. Addison appearing for The Long Island Railroad Company, Arthur DuBois, Assistant Counsel, attending for the Commission, and it appearing after said hearing that the regulations, service and equipment of The Long Island Railroad Company on its Main Line and Montauk Division with respect to Union Hall Street Station has been and is in certain respects unreasonable, inadequate and improper, and it being the judgment of the Commission that additional station facilities, service, equipment and devices should be provided in connection with the transportation of persons and property at Union Hall Street Station in order to secure adequate service or facilities.

Now, therefore, it is

Ordered, That The Long Island Railroad Company be and hereby is directed

(1) To extend and rearrange the runs on all local electric trains except train No. 1572 leaving Flatbush Avenue at 7:23 A. M., train No. 1652 leaving Flatbush Avenue at 5:25 P. M., an extra train leaving Flatbush Avenue at 5:53 P. M., train No. 1587 leaving Jamaica at 8:04 A. M. and train No. 1667 leaving Jamaica at 6:05 P. M., now operating between Franklin Avenue and Jamaica, so that a stop shall be made by each train to take on and leave passengers at Union Hall Street Station. This provision shall take effect not later than February 2, 1914.

(2) To stop, for the purpose of taking on and leaving passengers at Union Hall Street Station, trains which are or which shall be due to arrive at or leave from Jamaica Station at approximately the following hours:

MAIN LINE					
West Bound			East Bound		
Train No.	Time at Jamaica	From	Train No.	Time at Jamaica	To
503	6:31 A.M.	Oyster Bay	516	9:20 A.M.	Oyster Bay
605	7:05 A.M.	Port Jefferson	232	10:41 A.M.	Ronkonkoma
513	8:10	Oyster Bay	642	3:24 P.M.	Oyster Bay and Port Jefferson
615	8:19 A.M.	Port Jefferson			
225	8:42 A.M.	Ronkonkoma	544	4:03 P.M.	Oyster Bay
635	5:36 P.M.	Wading River	240	4:35 P.M.	Ronkonkoma
539	3:40 P.M.	Oyster Bay	244	5:22 P.M.	Ronkonkoma
			256	5:45 P.M.	Mineola
			264	6:12 P.M.	Riverhead
			564	6:37 P.M.	Oyster Bay

MONTAUK DIVISION

West Bound

Train No.	Time at Jamaica	From
85	6:29 A.M.	Babylon
89	7:31 A.M.	Babylon & N. Y. B. E.
97	8:34 A.M.	Babylon & N. Y. B. E.
103	9:32 A.M.	Babylon
67	5:25 P.M.	Patchogue
119	6:13 P.M.	Babylon

This provision shall take effect not later than March 18, 1914.

The Long Island Railroad Company shall post suitable notices of the stopping of the trains recited in this paragraph in conspicuous places in the Union Hall Street Station and in the Jamaica Station not later than March 16th and shall keep them posted for at least fifteen (15) days.

(3) To construct and maintain on the westbound platform of Union Hall Street Station suitable separate toilets for men and women. This provision shall take effect not later than April 1, 1914.

(4) To make such changes and rearrangement of stations and station platforms as may be necessary to permit of the operation and stopping of trains as hereinbefore provided.

Further ordered, That this order is without prejudice to the making of a further order as to service or conditions at this station.

Further ordered, That this order shall remain in force until changed or modified by further order of the Commission.

Further ordered, That The Long Island Railroad Company notify the Public Service Commission for the First District not later than January 24, 1914, whether the terms of this order are accepted and will be obeyed.

BY THE COMMISSION,

TRAVIS H. WHITNEY,
Secretary.

(L.S.)

This order amending the order of January 16, 1914, shall take effect immediately.

Further ordered, That The Long Island Railroad Company notify the Commission not later than March 17, 1914, whether the terms of this amendatory order are accepted and will be obeyed.

Long Island Railroad Company — Service on North Side Division

Case No. 1815,
Hearing Resolution
Final Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Long Island Railroad Company on its North Side Division. The Commission on April 17, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on April 21, 1914. Hearings were had on April 21 and 28, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE
Hearing on the motion of the COMMISSION concerning
the regulations, practices and service of THE LONG
ISLAND RAILROAD COMPANY on its North Side
Division.

Case No. 1815,
Final Order
May 7, 1914

A hearing having been had by and before the Commission in the above entitled matter on April 21, 1914, and April 28, 1914, Commissioner Cram presiding, C. L. Addison appearing for The Long Island Railroad Company, Gilbert W. Roberts appearing for the Flushing Association, and Edward J. Crummev attending for the Commission, and testimony having been taken on said hearing; and it having been made to appear by the proceedings on said hearing that The Long Island Railroad Company on its North Side Division does not run its trains with sufficient frequency or at reasonable or proper times from the Pennsylvania terminal to points on said North Side Division,

Now, therefore, it is

Ordered, That The Long Island Railroad Company be and it hereby is directed and required to increase its passenger service on its North Side Division by the addition daily except Sunday night of a passenger train leaving the Pennsylvania terminal at 12:30 A. M., or at a time not more than ten minutes earlier or later, and stopping at all stations on said North Side Division.

Further ordered, That the said 12:30 A. M. train shall be in addition to the present scheduled trains of The Long Island Railroad Company leaving the Pennsylvania terminal for points on the North Side Division at 11:37 P. M. and 1:22 A. M. respectively.

Further ordered, That in all other respects the above entitled proceeding be and the same is discontinued, without prejudice to the reopening of the case at any time before the Commission and further proceedings, or to the making of any order or orders with reference to the subject matter of this proceeding.

Further ordered, That this order shall take effect on the 27th day of May, 1914, and shall continue in force until changed or abrogated by further order of the Commission.

Further ordered, That The Long Island Railroad Company notify the Public Service Commission for the First District within five days after the service of a copy of this order upon it whether the terms of this order are accepted and will be obeyed.

Long Island Railroad Company—Service and equipment on lines within First District

Case No. 1891

This proceeding was begun upon motion of the Commission concerning the regulations, practices, equipment, appliances, property and service of the Long Island Railroad Company on its lines within the First District. The Commission on December 8, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on December 16, 1914. Hearings were had on December 16, 22 and 28, 1914, when the hearing was closed.

Nassau Electric Railroad Company and Brooklyn Heights Railroad Company—Service on Vanderbilt Avenue and Sixteenth Avenue Lines

Case No. 1744,
Final Order
Extension Orders
Denial Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Nassau Electric Railroad Company on its Vanderbilt Avenue Line and of the Brooklyn Heights Railroad Company on its Sixteenth Avenue Line, in the City of New York. Hearings were had on October 17 and on subsequent dates to November 11, 1913.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and services of the NASSAU ELECTRIC RAILROAD COMPANY on its Vanderbilt Avenue line of cars and of THE BROOKLYN HEIGHTS RAILROAD COMPANY on its Sixteenth Avenue line of cars in the City of New York.

Case No. 1744,
Order
April 24, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on October 17, October 31 and November 11, 1913, Hon. George V. S. Williams, Commissioner, presiding, H. M. Chamberlain, Assistant Counsel, attending for the Commission, D. A. Marsh appearing for the railroad companies, and Henry Ward Beer appearing for various complainants; and the Commission being of the opinion after said hearing that the service of the Brooklyn Heights Railroad Company on its Sixteenth Avenue line is inadequate in that said company does not operate cars enough or with sufficient frequency reasonably to accommodate the traffic transported by or offered for transportation to it on said line, and that improvements, changes and additions in and to such service in the particulars following ought reasonably to be made in order to accommodate and transport the passenger traffic transported by or offered for transportation on said line,

Ordered, That on and after the 7th day of May, 1914, the said The Brooklyn Heights Railroad Company shall operate on its Sixteenth Avenue line daily including Sundays and holidays in each direction past any point on the line during all hours of the day and night in each half-hour period beginning on the even hour and half hour a sufficient number of cars to provide a number of seats at least equal to the number of passengers, except on week days between 7:00 A. M. and

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9:00 A. M. westbound and 5:00 P. M. and 7:00 P. M. eastbound. During said excepted periods the cars on said line shall be operated in accordance with the following schedule:

Westbound

From 7:00 A. M. to 7:30 A. M. not less than eight (8) cars past the maximum load point, namely, the intersection of Vanderbilt Avenue and Bergen Street, all of which cars shall be operated from a point at least as far east as Kensington Junction.

From 7:30 A. M. to 8:00 A. M. not less than eight (8) cars past the maximum load point, namely, the intersection of Vanderbilt Avenue and Bergen Street, all of which cars shall be operated from a point at least as far east as Kensington Junction.

From 8:00 A. M. to 8:30 A. M. not less than twelve (12) cars past the maximum load point, namely, the intersection of Vanderbilt Avenue and Bergen Street, all of which cars shall be operated from a point at least as far east as Kensington Junction.

From 8:30 A. M. to 9:00 A. M. not less than fourteen (14) cars past the maximum load point, namely, the intersection of Vanderbilt Avenue and Bergen Street, all of which cars shall be operated from a point at least as far east as Kensington Junction.

Eastbound

From 5:00 P. M. to 5:30 P. M. not less than (8) cars from Borough Hall and not less than four (4) additional cars from the Loop at Atlantic and Flatbush Avenues so that there will be not less than twelve (12) cars past the point of maximum load, namely, the intersection of Vanderbilt Avenue and Bergen Street, all of which cars shall be operated at least as far east as Kensington Junction.

From 5:30 P. M. to 6:00 P. M. not less than eight (8) cars from Borough Hall and not less than four (4) additional cars from the Loop at Atlantic and Flatbush Avenues so that there will be not less than twelve (12) cars past the point of maximum load, namely, the intersection of Vanderbilt Avenue and Bergen Street, all of which cars shall be operated at least as far east as Kensington Junction.

From 6:00 P. M. to 6:30 P. M. not less than ten (10) cars from Borough Hall and not less than eight (8) additional cars from the Loop at Atlantic and Flatbush Avenues so that there will be not less than eighteen (18) cars past the point of maximum load, namely, the intersection of Vanderbilt Avenue and Bergen Street, all of which cars shall be operated at least as far east as Kensington Junction.

From 6:30 P. M. to 7:00 P. M. not less than eight (8) cars from Borough Hall and not less than six (6) additional cars from the Loop at Atlantic and Flatbush Avenues so that there will be not less than fourteen (14) cars past the point of maximum load, namely, the intersection of Vanderbilt Avenue and Bergen Street, all of which cars shall be operated at least as far east as Kensington Junction.

Further ordered, That this order shall take effect on the 24th day of April, 1914, and shall continue in force until changed or abrogated by further order of the Commission.

Further ordered, That on or before May 1, 1914, said The Brooklyn Heights Railroad Company notify the Commission whether the terms of this order are accepted and will be obeyed.

Application in writing dated April 30, 1914, having been made by the Brooklyn Heights Railroad Company for an extension of time within which to notify the Commission whether the terms of the order of April 24, 1914, were accepted and would be obeyed, the Commission on May 7, 1914, issued an order (see blank form of extension order, page 379) extending the time to May 11, 1914.

Application in writing dated May 7, 1914, having been made by the Brooklyn Heights Railroad Company for an extension of time within which to comply with the provisions of the order of April 24, 1914, the Commission on May 15, 1914, issued an order (see blank form of extension order, page 379) extending the time to September 21, 1914.

Application in writing dated October 13, 1914, having been made by the Brooklyn Heights Railroad Company for the abrogation of the order of April 24, 1914, or that a rehearing be granted, the Commission on October 20, 1914, issued an order denying the said application.

Nassau Electric Railroad Company, Brooklyn Heights Railroad Company and Brooklyn, Queens County and Suburban Railroad Company — Service on street surface railroad lines

Case No. 1785,
Hearing Resolution
Discontinuance Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Nassau Electric Railroad Company, the Brook-

lyn Heights Railroad Company and the Brooklyn, Queens County and Suburban Railroad Company. The Commission on January 6, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on January 13, 1914. Hearings were had on January 13, 1914, and on adjourned dates to April 24, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and service of the NASSAU ELECTRIC RAILROAD COMPANY, THE BROOKLYN HEIGHTS RAILROAD COMPANY and the BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY.

Case No. 1785,
Discontinuance Order
November 10, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on January 13, 1914, and certain adjourned dates to and including April 24, 1914; and said hearing having had reference to the service on various surface lines in Brooklyn, all of which are included in a proceeding now pending (Case No. 1880); and it appearing that the service on all the lines involved in the above entitled proceeding will be considered on the hearing in said Case No. 1880,
Ordered, That the above entitled proceeding be and the same is hereby discontinued.

New York and Queens County Railway Company—Service and rolling equipment

Case No. 1510,
Discontinuance Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices, equipment, property and service of the New York and Queens County Railway Company, in respect to the number of cars operated and the schedule of operation. Hearings were had on June 4 and 10, 1912.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices, equipment, property and service of the NEW YORK AND QUEENS COUNTY RAILWAY COMPANY.

Case No. 1510,
Discontinuance Order
July 30, 1914

A hearing having been duly held in the above entitled matter on June 4 and 12, 1912. Hon. J. Sergeant Cram, Commissioner, presiding, Arthur G. Peacock appearing for the New York and Queens County Railway Company and Harry M. Chamberlain, Esq., Assistant Counsel, attending for the Commission; and testimony having been taken; and it appearing that another proceeding known as Case No. 1848 has been instituted before the Commission with respect to the subject matter of this proceeding; it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued, without prejudice, however, to any further or other hearing or the making of any order or orders with reference to the subject matter of this proceeding.

New York and Queens County Railway Company—Service on Flushing-Jamaica Line

Case No. 1774,
Discontinuance Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the New York and Queens County Railway Company on its Flushing-Jamaica Line. Hearings were had on December 30, 1913, January 20 and February 2 and 13, 1914.

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Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and service of the NEW YORK AND QUEENS COUNTY RAILWAY COMPANY on its Flushing-Jamaica Line.

Case No. 1774,
Order of Discontinuance
February 20, 1914

A hearing having been duly held in this proceeding on December 30, 1913, and on certain adjourned dates, and the Commission being of opinion that the New York and Queens County Railway Company by certain changes in its operation have improved the conditions complained of,

Now, therefore, it is

Ordered, That this proceeding be and hereby is discontinued.

New York and Queens County Railway Company — Service and equipment

Case No. 1848,
Hearing Resolution
Final Order

This proceeding was begun upon motion of the Commission on the question of additions to the service and equipment of the New York and Queens County Railway Company. The Commission on July 1, 1914 (see blank form of hearing resolution, page 381) that a hearing be had on July 9, 1914. Hearings were had on July 9, 1914, and on subsequent dates to November 6, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question of additions to the service and equipment of the NEW YORK AND QUEENS COUNTY RAILWAY COMPANY.

Case No. 1848,
Final Order
November 20, 1914

The Commission being of the opinion after a hearing duly held before Honorable J. Sergeant Cram, Commissioner, presiding, on July 9, 1914, July 10, 1914, July 23, 1914, and after a rehearing before the whole Commission on October 27, 1914, November 5, 1914, and November 6, 1914, James L. Quackenbush, by Arthur G. Peacock, appearing for the New York & Queens County Railway Company, and Edward J. Crummev attending for the Commission, that the regulations and service of the New York & Queens County Railway Company have been and are inadequate in that too few cars are operated on its lines below named,

Now, therefore, it is

Ordered, That the New York & Queens County Railway Company, on the lines below set forth, operate daily, exclusive of Sundays and holidays, past every point on each line in each direction, during each half hour period, beginning with a half hour and even hour, a sufficient number of cars to provide a number of seats at least equal to the number of passengers, or

(1) On the College Point, Flushing and Flushing Bridge Lines as a combined service on Jackson Avenue between the New York terminal of Queensboro Bridge and 50th street, Jackson Avenue, not less than 22 cars with a seating capacity of at least 38 per car, in each half hour period.

A. On the College Point Line at least 5 cars shall be operated through to College Point in each half hour period from 6:30 to 9:00 A. M. and 4:30 to 7:30 P. M. The intervals, however, between cars from 9:00 A. M. to 4:30 P. M. and from 7:30 P. M. to 9:00 P. M. shall not be greater than 10 minutes.

B. On the Flushing Line at least 5 cars shall be operated through to South Parsons Avenue, Flushing, in each half hour period from 6:30 to 9:00 A. M. and 4:30 to 7:30 P. M. The intervals, however, between cars from 9:00 A. M. to 4:30 P. M. shall not be greater than 10 minutes and from 7:30 P. M. to 12 midnight not greater than 7½ minutes.

C. On the Flushing Bridge Line at least 3 cars shall be operated on the Flushing Bridge Line through to Flushing Bridge in each half hour period from 6:30 to 9:00 A. M. and from 4:30 to 7:30 P. M.

(2) On the Steinway Line not less than 18 cars, with a seating capacity of at least 36 per car, in each half hour period. The intervals, however, shall not be more than 10 minutes between cars from 9:00 A. M. to 4:30 P. M. and from 7:30 to 12 midnight.

(3) On the Corona Line not less than 12 cars, with a seating capacity of at least 36 per car, in each half hour period. The intervals, however, shall not be more than 10 minutes between cars from 9:00 A. M. to 4:30 P. M. and from 7:30 P. M. to 12 midnight.

(4) On the Dutch Kills Line not less than 13 cars, with a seating capacity of at least 36 per car, in each half hour period. The intervals, however, shall not be more than 10 minutes between cars from 9:00 A. M. to 4:30 P. M. and from 7:30 P. M. to 12 midnight.

(5) On the Broadway Line not less than 3 cars, with a seating capacity of at least 36 per car, in each half hour period. The intervals, however, shall not be more than 15 minutes between cars from 9:00 A. M. to 4:30 P. M. and from 7:30 P. M. to 12 midnight.

(6) On the Calvary Line not less than 4 cars, with a seating capacity of at least 36 per car, in each half hour period. The intervals, however, shall not be more than 15 minutes between cars from 9:00 A. M. to 4:30 P. M. and from 7:30 to 12 midnight.

(7) On the Flushing Avenue Line not less than 3 cars, with a seating capacity of at least 36 per car, in each half hour period. The intervals, however, shall not be more than 15 minutes between cars from 9:00 A. M. to 4:30 P. M. and not more than 20 minutes from 7:30 P. M. to 12 midnight.

(8) On the Ravenswood Line not less than 3 cars, with a seating capacity of at least 36 per car, in each half hour period. The intervals, however, shall not be more than 15 minutes between cars from 9:00 A. M. to 4:30 P. M. and not more than 20 minutes from 7:30 P. M. to 12 midnight.

(9) On the Jamaica-Flushing Line not less than 3 cars, with a seating capacity of at least 36 per car, in each half hour period. The intervals, however, shall not be more than 15 minutes between cars from 9:00 A. M. to 4:30 P. M. and from 7:30 P. M. to 12 midnight.

(10) On the Long Island City shuttle line not less than 10 cars, with a seating capacity of at least 36 per car, in each half hour period. The intervals, however, shall not be more than 6 minutes between cars from 9:00 A. M. to 4:30 P. M. and from 7:30 P. M. to 9:00 P. M. and not more than 10 minutes from 9:00 P. M. to 12 midnight.

Further ordered, That the said New York & Queens County Railway Company on all its lines operate on Sundays and holidays past every point on each line in each direction, during each half hour period, beginning with a half hour and even hour, a sufficient number of cars to provide a number of seats at least equal to the number of passengers.

Further ordered, That within ten (10) days after service on it of a copy of this in force until further modified or abrogated by further order of the Commission: and

Further ordered, That this order take effect on December 17, 1914, and remain order the New York and Queens County Railway Company notify the Commission whether the terms of this order are accepted and will be obeyed.

Upon application of the company, dated December 2, 1914, for an extension of time within which to notify the Commission whether the terms of the order of November 20, 1914, were accepted and would be obeyed, the Commission on December 4, 1914, issued an order (see blank form of extension order, page 379) granting such extension to December 8, 1914.

On December 21, 1914, there was served upon the Commission copies of an affidavit and Order to show cause in a proceeding in the Supreme Court, New York County, of the People of The City of New York *ex rel.* the Flushing Association, plaintiff, against Edward E. McCall, Chairman, *et al.*, the Public Service Commission of the State of New York for the First District and the New York and Queens County Railway Company, defendants, why a Writ of Prohibition should not be issued restraining the Commission from any further proceeding upon, or any consideration of, the communication dated December 8, 1914, from the New York and Queens County Railway Company, or of any other application of the New York and Queens County Railway Company for a modification of the order in this matter issued by the Commission on November 20, 1914, as to the car service of that company. On December 22, 1914, the papers were referred to Counsel to the Commission for appropriate action.

Upon the return of the Writ, the petition was dismissed upon a stipulation that the Relator would be given an opportunity to be heard as to a modification of the order of the Commission of November 20, 1914.

New York Consolidated Railroad Company—Service on Brighton Beach Elevated Line

Case No. 1847,
Hearing, Resolution
Final Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the New York Consolidated Railroad Company on its Brighton Beach Elevated Line. The Commission on July 9, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on July 24, 1914. Hearings were had on July 24, and August 5 and 21, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE
Hearing on the motion of the COMMISSION concerning
the regulations, practices and service of the NEW
YORK CONSOLIDATED RAILROAD COMPANY on its
Brighton Beach Line.

Case No. 1847,
Order
August 21, 1914

A hearing having been had by and before the Commission in the above entitled matter on July 24, August 5 and August 21, 1914, Commissioner Williams presiding; and the Commission being of the opinion after said hearing that the regulations, practices and service of the said New York Consolidated Railroad Company on its Brighton Beach Line in the Boroughs of Brooklyn and Manhattan, City of New York, are unreasonable, improper and inadequate in that said company does not operate trains enough and cars enough reasonably to accommodate the traffic transported by or offered for transportation to it on said line and does not operate trains with sufficient frequency reasonably to accommodate such traffic; and the Commission being of the opinion after said hearing that changes in said regulations, practices and service of said company in the manner hereinafter specified ought reasonably to be made, it is

Ordered, That the New York Consolidated Railroad Company be and it hereby is directed and required to operate on its Brighton Beach Line daily except Sundays and holidays through to Park Row Station, Manhattan, three of the trains now operated on said Brighton Beach Line to Fulton Ferry Station, Brooklyn, and passing Franklin Avenue Station between 7:45 A. M. and 8:30 A. M.

Further ordered, That this order shall in no wise be construed to lessen the service now operated to Park Row Station, Manhattan, on the said Brighton Beach Line.

Further ordered, That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

Further ordered, That the New York Consolidated Railroad Company shall notify the Public Service Commission for the First District within five (5) days after service of a copy of this order upon it whether the terms of this order are accepted and will be obeyed.

New York Consolidated Railroad Company and Nassau Electric Railroad Company—Service and equipment on Sea Beach and West End Lines

Case No. 1706,
Extension Orders as to Final Order "A"

This proceeding was begun upon motion of the Commission concerning the regulations, practices, service and stations of the New York Consolidated Railroad Company on its Sea Beach Line. Hearings were had on July 22 and on subsequent dates to December 16, 1913. On December 26, 1913, the Commission issued an order amending the title of the proceeding by making the Nassau Electric Railroad Company a party to the proceeding. On the same date the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 510), and issued Final Orders "A" and "B," requiring certain improvements in service and shelters on the Sea Beach and West End Lines.

Application in writing dated January 14, 1914, having been made by the New York Consolidated Railroad Company and the Nassau Electric Railroad Company for an extension of time within which to comply with the provisions of paragraphs (4) and (5) of Final Order "A" of December 26, 1913, relating to shelters at Fort Hamilton parkway and New Utrecht avenue, the Commission on January 27, 1914,

issued an order (see blank form of extension order, page 379) extending the time to March 15, 1914.

Application in writing dated March 24, 1914, having been made by the New York Consolidated Railroad Company and the Nassau Electric Railroad Company for a further extension of time within which to comply with the provisions of paragraphs (4) and (5) of Final Order "A" of December 26, 1913, relating to shelters at Fort Hamilton parkway and New Utrecht avenue, the Commission on April 3, 1914, issued an order (see blank form of extension order, page 379) further extending the time to April 15, 1914.

Application in writing dated April 15, 1914, having been made by the New York Consolidated Railroad Company and the Nassau Electric Railroad Company for the discontinuance or suspension of paragraph (5) of Final Order "A", of December 26, 1913, relating to the construction of a shelter at New Utrecht avenue and 62d street, and the companies having thereafter made oral application through John J. Dempsey for a further extension of time to June 1, 1914, within which to comply with said requirement of the order, the Commission on May 7, 1914, issued an order (see blank form of extension order, page 379) denying the application for the discontinuance or suspension of the provisions of paragraph (5) of the said order, and granting a further extension of time to June 1, 1914.

Communications dated June 2, 1914, having been received from the New York Consolidated Railroad Company and the Nassau Electric Railroad Company asking that the compliance with the provisions of paragraphs (4) and (5) of Final Order "A" of December 26, 1913, relating to shelters at Fort Hamilton parkway and New Utrecht avenue, be held in abeyance until such time as the shelter and canopy could be provided without interfering with the reconstruction work on the Sea Beach and West End Lines, the Commission on June 12, 1914, issued an order (see blank form of extension order, page 379) extending such time without date, subject to the making of an order by the Commission fixing a date when the foregoing extension of time should expire and when the companies should proceed to comply with the provisions of the order.

On December 18, 1914, a report by the Chief of the Transit Bureau of the Commission, dated November 28, 1914, as to observations made of the car service on the West End Line of the New York Consolidated Railroad Company and the Nassau Electric Railroad Company was referred to the Counsel to the Commission with directions to commence an action to enforce compliance by the said companies with Final Order "B" adopted December 26, 1913, in regard to the service on the West End Line, or to recover penalties for the violation of the order.

New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company — Saturday, Sunday and holiday service on elevated lines in Brooklyn

Case No. 1850,
Hearing Resolution
Discontinuance Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the New York Consolidated Railroad Company, the Nassau Electric Railroad Company, and the South Brooklyn Railway Company, on the Bay Ridge, West End, Culver, Brighton Beach, Fulton Street, Myrtle Avenue, Lexington Avenue, Broadway-Canarsie and Broadway-Cypress Hills Lines, on Saturdays, Sundays and holidays. The Commission on July 1, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on July 9, 1914. Hearings were had on July 9, 16 and 30, 1914, and adjourned subject to call.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and service of the NEW YORK CONSOLIDATED RAILROAD COMPANY, the NASSAU ELECTRIC RAILROAD COMPANY, and the SOUTH BROOKLYN RAILWAY COMPANY on the Bay Ridge, West End, Culver, Brighton Beach, Fulton Street, Myrtle Avenue, Lexington Avenue, Broadway-Canarsie and Broadway-Cypress Hills Lines.

Case No. 1850.
Order Discontinuing
Proceeding
December 29, 1914

Saturday, Sunday and holiday service

Hearings having been duly had in the above entitled matter on July 9, 1914, and adjourned dates to July 30, 1914, pursuant to a resolution adopted by the Commission on July 1, 1914, before Honorable George V. S. Williams, Commissioner, J. J. Dempsey, Esquire, and S. W. Huff, Esquire, appearing for the New York Consolidated Railroad Company, and Harry M. Chamberlain, Esquire, Assistant Counsel, attending for the Commission; and the matters involved in this proceeding being now considered by the Commission in another proceeding known as Case No. 1882, it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued without prejudice, however, to any further order or proceedings with reference to any of the matters covered by this proceeding.

New York Consolidated Railroad Company et al.—Service to and across Brooklyn bridge

Case No. 1777

This proceeding was begun upon motion of the Commission concerning the regulations, practices, equipment, appliances and service of the New York Consolidated Railroad Company, the Nassau Electric Railroad Company and the South Brooklyn Railway Company in respect to the transportation of passengers to and across the Brooklyn bridge. Hearings were had on January 6, 1914, and on subsequent dates to March 24, 1914, when the hearing was closed.

New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company — Service on elevated lines

Case No. 1882,
Hearing Resolution

This proceeding was begun upon motion of the Commission as to the regulations, practices and service of the New York Consolidated Railroad Company, the Nassau Electric Railroad Company and the South Brooklyn Railway Company on their respective lines of elevated railroads. The Commission on October 27, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on November 9, 1914. Hearings were had on November 9, and on subsequent dates to December 15, 1914, when the hearing was adjourned subject to call. Further hearing was had on December 31, 1914, and adjourned to January 6, 1915.

New York, New Haven and Hartford Railroad Company — Service on Harlem River Branch to and from City Island (Bartow)

Case No. 1879,
Hearing Resolution
Discontinuance Order

This proceeding was begun upon motion of the Commission as to the adequacy of the service on the Harlem River Branch of the New York, New Haven and Hartford Railroad Company between the Harlem River Station and City Island (Bartow). The Commission on October 20, 1914, directed (see blank form of

hearing resolution, page 381) that a hearing be had on October 26, 1914. Hearings were had on October 26, and November 9 and 16, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION as to the adequacy of service on the Harlem River Branch of the NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY between the Harlem River Station and City Island (Bartow).

Case No. 1879,
Order of Discontinuance
December 11, 1914

A hearing having been had in this proceeding on October 26, 1914, November 9, 1914, and November 16, 1914, before Honorable Edward E. McCall, Honorable Milo R. Maltbie, Honorable J. Sergeant Cram, Honorable George V. S. Williams and Honorable Robert C. Wood, Commissioners, C. M. Sheafe appearing as counsel for New York, New Haven and Hartford Railroad Company, H. S. Sayers appearing for certain property owners and residents of City Island, Arthur DuBois, Assistant Counsel to the Commission, attending; and the Commission having received a letter from the General Passenger Agent of the New York, New Haven and Hartford Railroad Company, dated December 3, 1914, in which it was agreed that a train should be operated arriving at the Harlem River Station at 7:30 P. M., daily, and another train arriving at the Harlem River Station at 2:36 P. M., daily, and a train leaving Harlem River Station at 1:02 P. M., daily; and the New York, New Haven and Hartford Railroad Company having agreed to put in operation a rearrangement of its schedule of trains between the Harlem River and New Rochelle after 6:20 P. M.

Now, therefore, it is

Ordered, That this proceeding be and the same hereby is in all respects discontinued without prejudice, however, to other or further hearings or orders to be had or made in connection with the cars, schedules or service on the Harlem River Branch of the New York, New Haven and Hartford Railroad Company.

New York Railways Company — Service on Eighth Avenue, Sixth Avenue and Christopher Street Lines

Case No. 1788,
Hearing Resolution
Discontinuance Order

This proceeding was begun upon motion of the Commission on the question of service of the New York Railways Company on the Eighth Avenue Line, the Sixth Avenue Line and the Christopher Street Line. The Commission on January 23, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on January 30, 1914. Hearings were had on January 30, 1914, and on subsequent dates to April 24, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on motion of the COMMISSION on the question of service of the NEW YORK RAILWAYS COMPANY on the Eighth Avenue, Sixth Avenue and Christopher Street Lines.

Case No. 1788,
Order of Discontinuance
May 26, 1914

A resolution for hearing herein having been made on January 23, 1914, and a hearing having been held before Honorable Milo R. Maltbie, Commissioner, on January 30, February 5, February 18, March 18, April 2, April 17, and April 24, 1914, and it appearing that the service on the lines under consideration had been improved by the company,

Now, therefore, it is

Ordered, That this proceeding be and the same hereby is discontinued without prejudice to an order for further hearing and action thereon by the Commission in respect to any of the matters covered by the resolution for hearing or by the proceedings thereon.

New York Railways Company—Service on Eighth Street Crosstown Line

Case No. 1846,
Hearing Resolution
Discontinuance Resolution

This proceeding was begun upon motion of the Commission on the question of the service of the New York Railways Company on its Eighth Street Crosstown Line. The Commission on July 1, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on July 10, 1914. Hearings were had on July 10, 1914, and on subsequent dates to October 8, 1914.

Thereupon the Commission adopted the following resolution:

IN THE MATTER
OF THE
Hearing on motion of the COMMISSION on the question
of service of the NEW YORK RAILWAYS COMPANY on
the Eighth Street Crosstown Line.

Case No. 1846,
Resolution Discontinuing
Proceeding Without
Prejudice
October 27, 1914

Whereas, Hearings were held in the above entitled matter on July 10, 1914, July 15, 1914, July 22, 1914, September 30, 1914, and October 8, 1914, before Honorable Milo R. Maithe, Commissioner, James L. Quackenbush by Arthur G. Peacock appearing for the New York Railways Company and Edward J. Crummev attending for the Commission, and it appearing that improvements in service on the above named line have been made since this proceeding was instituted,
Resolved, That the above entitled proceeding be and the same hereby is discontinued without prejudice to a reopening of the case or the institution of further proceedings if at any time deemed necessary.

South Brooklyn Railway Company and New York Consolidated Railroad Company—Service on Norton's Point Line and extension of Brighton Beach and Culver Lines from Culver depot to Sea Gate

Case No. 1796,
Hearing Resolution

This proceeding was begun upon motion of the Commission on the question as to whether the regulations, practices and service of the South Brooklyn Railway Company on its Norton's Point Line was reasonable, proper and adequate; and whether Brighton Beach trains of the New York Consolidated Railroad Company and the Culver trains of the New York Consolidated Railroad Company and South Brooklyn Railway Company should be operated over the tracks of the South Brooklyn Railway Company from Culver depot to Sea Gate, in the Borough of Brooklyn. The Commission on February 10, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on February 24, 1914. Hearings were had on February 24, 1914, and on subsequent dates to June 26, 1914, when the hearing was adjourned subject to call.

Staten Island Midland Railway Company—Service on Port Richmond-Midland Beach Line

Case No. 1760,
Final Order

This proceeding was begun upon motion of the Commission concerning the regulations, practices and service of the Staten Island Midland Railway Company on its street surface railroad from Port Richmond to Midland Beach in the Borough of Richmond. Hearings were had on November 18 and 25, 1913.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE
Hearing on the motion of the COMMISSION concerning
the regulations, practices and service of the STATEN
ISLAND MIDLAND RAILWAY COMPANY on its
street surface railroad from Port Richmond to Midland
Beach.

Case No. 1760,
Order
March 27, 1914

The Commission being of opinion after a hearing duly held in this proceeding on November 8, 1913, and on November 25, 1913, before Honorable J. Sergeant

Cram, Adrian H. Larkin appearing for Staten Island Midland Railway Company, Alderman John J. O'Rourke appearing on behalf of certain citizens of Staten Island, Arthur DuBois, Assistant Counsel, attending for the Commission, that the winter service on the Midland Beach and Grant City Line of the Staten Island Midland Railway Company has been in the past inadequate in that during certain months of the year the service has been discontinued between Richmond Road and Midland Beach,

Now, therefore, it is

Ordered, That the Staten Island Midland Railway Company be and hereby is directed to operate on and after April 1, 1914, between the hours of 8:00 A. M. and 9:00 P. M. daily, Sundays inclusive, between Richmond Road and Midland Beach, a car or cars on a headway of not more than thirty minutes and that this service be continued in winter as well as in summer.

Further ordered, That this order take effect immediately and remain in force until modified or changed by further order of the Commission.

Further ordered, That the Staten Island Midland Railway Company notify the Commission not later than April 6, 1914, whether this order is accepted and will be obeyed.

Staten Island Midland Railway Company and Richmond Light and Railroad Company—Additional cars and service

Case No. 1772

This proceeding was begun upon motion of the Commission on the question of additions to the service and equipment of the Staten Island Midland Railway Company and the Richmond Light and Railroad Company. Hearings were had on December 30, 1913, and on subsequent dates to December 22, 1914, when the hearing was adjourned to January 12, 1915.

Union Railway Company of New York City, New York City Interborough Railway Company, Southern Boulevard Railroad Company and Bronx Traction Company—Service and equipment

Case No. 1759, Discontinuance Order

This proceeding was begun upon motion of the Commission as to the regulations, practices, equipment and service of the Union Railway Company of New York City, the New York City Interborough Railway Company, the Southern Boulevard Railroad Company and the Bronx Traction Company. Hearings were had on November 21 and 28, 1913.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE

Hearing on the motion of the Commission concerning the regulations, practices, equipment and service of the UNION RAILWAY COMPANY OF NEW YORK CITY, the NEW YORK CITY INTERBOROUGH RAILWAY COMPANY, the SOUTHERN BOULEVARD RAILROAD COMPANY and the BRONX TRACTION COMPANY.

Case No. 1759,
Discontinuance Order
February 6, 1914

A hearing having been duly had in the above entitled matter on November 21 and 28, 1913, before Honorable John E. Eustis, Commissioner; F. J. Fuller, Esq., and Edward A. Maher, Esq., appearing for the Union Railway Company of New York City, the New York City Interborough Railway Company, the Southern Boulevard Railroad Company and the Bronx Traction Company, Harry M. Chamberlain, Esq., Assistant Counsel, attending for the Commission, and additional car service having been provided on the Southern Boulevard Line, the Westchester Avenue Line, and the White Plains Avenue Line, it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued.

MATTERS RELATING MAINLY TO EQUIPMENT

Electrical Corporations, Railroad Corporations and Street Railroad Corporations — Marking structures for carrying overhead wires and pillars for support of overhead tracks

Case No. 1789,
Hearing Resolution
Final Order

This proceeding was begun upon motion of the Commission on the question of requiring all electrical corporations, railroad corporations and street railroad corporations to mark and number their poles or structures for carrying overhead wires, and pillars for the support of overhead tracks. The Commission on January 23, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on February 6, 1914. Hearings were had on February 6, 20 and 27, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION on the question of requiring all ELECTRICAL CORPORATIONS, RAILROAD CORPORATIONS and STREET RAILROAD CORPORATIONS to mark and number their poles or structures for carrying overhead wires and pillars for the support of overhead tracks.

Case No. 1789,
Final Order
March 6, 1914

A hearing having been had in this case before Honorable J. Sergeant Cram, Commissioner, on February 6, 1914, Arthur G. Peacock appearing as counsel for the Interborough Rapid Transit Company and others, C. L. Addison appearing for The Long Island Railroad Company, T. J. Mullen appearing for the Richmond Light and Railroad Company and others, H. J. Uhl appearing for the New York Central and Hudson River Railroad Company, S. W. Huff appearing for the various companies comprising the Brooklyn Rapid Transit System, C. B. Kelsner appearing for the Pennsylvania Railroad Company and another, Edward A. Maher, Jr., appearing for the Third Avenue Railway Company, J. B. Murray appearing for The Edison Electric Illuminating Company of Brooklyn, Charles M. Sheafe, Jr., appearing as counsel for the New York, New Haven and Hartford Railroad Company, C. G. M. Thomas appearing for the New York and Queens Electric Light and Power Company, W. T. Morrison appearing for The New York Edison Company, Bronx District, and C. W. Rupecht appearing for The Flatbush Gas Company, it is

Ordered, That prior to January 1, 1915, each and every electrical corporation, railroad corporation and street railroad corporation within the First District owning or using poles, pillars or other structures for carrying overhead wires or for the support of overhead tracks shall mark the same with the initial of its name, or other distinguishing mark of ownership, and also with a number, such numbers to be consecutive along each street, avenue, highway or private right of way; and it is further

Ordered, That in case two or more of said corporations jointly own such a structure, such distinguishing mark of ownership of each corporation shall be placed thereon; and it is further

Ordered, That this order shall apply to all said structures as are now or may be hereafter erected and also to all changes in the ownership thereof; and it is further

Ordered, That said marks and numbers shall be of such size and so spaced as to be easily read from the ground at a distance of six feet; and that on or before July 1, 1914, said corporations shall file with the Commission a sketch or drawing showing both the design and size of said marks and numbers; and it is further

Ordered, (1) This order shall not apply to poles, pillars or other structures in railroad stations.

(2) Poles, pillars or other structures supporting or forming a part of elevated or subsurface railroads need not be marked to designate ownership.

(3) If any of said poles, pillars or other structures are now marked with stenciled numbers they need not be marked as to ownership until such numbers require repainting.

(4) Where there is a double line of said poles, pillars or other structures owned or used by the same corporation in any street, avenue, highway or private right of way, only one pole, pillar or other structure supporting the same cross girder or span need be marked and numbered.

(5) If for any reason it shall be found impracticable for any of said corporations to number its poles, pillars or other structures consecutively on any street, avenue, highway or private right of way, such corporation shall not be required so to do,

provided, however, that if there are or will be any duplicate numbers on any such street, avenue, highway or private right of way such corporation shall file a plan or schedule showing how such poles, pillars or other structures are now or will be numbered; and it is further

Ordered, That this order shall take effect forthwith and shall continue in force until changed or abrogated; and it is further

Ordered, That on or before March 17, 1914, the electrical corporations, railroad corporations and street railroad corporations upon which the resolution for a hearing in this case was served notify the Commission whether this order is accepted and will be obeyed.

Interborough Rapid Transit Company—Operation of side door cars in subway

Case No. 1190, Discontinuance Order

This proceeding was begun upon motion of the Commission to inquire into the operation of side door cars in the subway and to ascertain whether changes, improvements or additions should be directed. Hearings were had during 1909. On January 4, 1910, the Commission rendered an opinion (see 2 P. S. C. R. [1st Dist. N. Y.], 173) and issued an order directing the Interborough Rapid Transit Company to operate all completely equipped side door trains continuously throughout the scheduled time for express train operation in the subway and to open the side doors of all cars on all side door trains (not including mixed trains in which side door cars are mingled with other cars) at certain stations during certain months of each year, excepting for such time or times as said trains might be required to lay up for adjustment of mechanism or for cleaning or repairs. On January 7, 1910, the Commission issued an order modifying the foregoing order by striking therefrom the words "of mechanism or for" as set forth in the previous sentence. Upon application of the company dated November 17, 1913, for a rehearing, the Commission on December 9, 1913, directed (see blank form of rehearing resolution, page 382) that a rehearing be had. Rehearings were had on December 15, 1913, and January 12, 1914, when the rehearing was closed.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE

Hearing on the motion of the COMMISSION on the question of improvements in and additions to the equipment and service of the INTERBOROUGH RAPID TRANSIT COMPANY as regards the operation of subway side doors.

Case No. 1190,
Discontinuance Order
January 16, 1914

A rehearing resolution having been adopted in this proceeding December 9, 1913, and this matter having come on for rehearing before Honorable John E. Eustis, Commissioner, on December 15, 1913, and on January 12, 1914, and it appearing that the Interborough Rapid Transit Company desired to withdraw its request for a modification of the order made herein January 4, 1910, modified January 7, 1910, for the reason that it had decided to install certain additional safety appliances on station platforms,

Now, therefore, it is

Ordered, That this rehearing be and the same hereby is in all respects discontinued.

Interborough Rapid Transit Company—Escalators at the 155th Street elevated station

Case No. 1411, Discontinuance Order

This proceeding was begun upon motion of the Commission on the question of installing escalators at the 155th Street elevated station of the Interborough Rapid Transit Company. Hearings were had during 1911, 1912, 1913 and on January 5, 1914, when the hearing was closed.

Thereupon the Commission issued the following order :

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION upon the question of improvements, changes and additions to the equipment, service and property of the INTERBOROUGH RAPID TRANSIT COMPANY.

Case No. 1411,
Order Discontinuing
Proceeding
December 29, 1914

Escalators at the 155th Street Elevated Station

Hearings having been duly had in the above entitled matter on November 8, 1911, and adjourned dates to January 5, 1914, pursuant to a Resolution adopted by the Commission on October 31, 1911, before Honorable John E. Eustis, Commissioner, James L. Quackenbush, Esquire, T. L. Waugh, Esquire, and Arthur G. Peacock, Esquire, appearing for the Interborough Rapid Transit Company, and various complainants appearing by representatives or in person, Harry M. Chamberlain, Esquire, Assistant Counsel, attending for the Commission, and it appearing that on May 22, 1914, this Commission granted a certificate to the Manhattan Railway Company, the owner of the elevated railroad affected by this case, modifying the certificate granted to the Manhattan Railway Company on March 19, 1913, and authorizing the Manhattan Railway Company to lay an additional track on the easterly side of Eighth Avenue between 152nd Street and 158th Street, and to lay an additional track on the westerly side of Eighth Avenue between 155th Street and 159th Street, and to make changes in the terminal facilities on the Ninth Avenue Elevated Line at or near 155th Street, by which additional tracks and changes improvements will be effected in the facilities at the station on the said Ninth Avenue Elevated Line at 155th Street and Eighth Avenue, and the said modifying certificate having in accordance with the terms thereof been consented to by the Manhattan Railway Company and approved by the Board of Estimate and Apportionment of The City of New York, it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued, without prejudice, however, to any further order or proceedings in reference to any of the matters covered by this proceeding.

Interborough Rapid Transit Company—Replacement of subway cars of wooden construction by cars of steel construction

Case No. 1886,
Hearing Resolution
Resolution Amending Hearing Resolution

This proceeding was begun upon motion of the Commission regarding the operation of cars of wooden construction in trains on the subway lines of the Interborough Rapid Transit Company. The Commission on November 10, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on November 30, 1914. The Commission, desiring to amend the proceeding and the resolution of November 10, 1914, so as to embrace therein certain matters regarding the transportation and storage of inflammable material in the subway, on November 17, 1914, adopted a resolution amending the said hearing resolution accordingly.

Hearings were had on November 30 and December 7, 1914, when the hearing was adjourned to January 5, 1915.

Interborough Rapid Transit Company—Train collision on Ninth Avenue Elevated Line near 116th Street station on December 9, 1914, and improvements in regulations, practices, equipment, tracks and stations on elevated lines

Case No. 1896,
Hearing Resolution

This proceeding was begun upon motion of the Commission in regard to the train collision on the Ninth Avenue Elevated Line of the Interborough Rapid Transit Company near the 116th Street station on December 9, 1914, and in regard to the question of improvements in and additions to the regulations, practices, equipment, tracks and stations of the Interborough Rapid Transit Company in respect of the elevated lines operated by it. The Commission on December 11, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on December 16, 1914. Hearing was had on December 16, 1914, and closed.

Long Island Railroad Company — Operation of wooden trailer cars on trains

Case No. 1536,
Rehearing Resolution
Order after Rehearing
Denial Order

This proceeding was begun upon motion of the Commission regarding the operation of wooden trailer cars on trains of the Long Island Railroad Company. Hearings were had on July 23, 1912, and on subsequent dates to October 8, 1912. Further hearing was had on October 23, 1913. On November 11, 1913, the Commission issued an order directing the company not to operate certain of its wooden cars in any train made up in part of steel cars; till September 15, 1914, not to operate any wooden cars in electrically driven trains except when necessary to maintain its schedule, and after September 15, 1914, not to operate any wooden cars in electrically driven trains.

Upon application of the company dated December 20, 1913, for a rehearing, the Commission on January 16, 1914, directed (see blank form of rehearing resolution, page 382) that a rehearing be had on January 26, 1914. Rehearing was had on January 26, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE
Hearing on the motion of the COMMISSION regarding
operation of wooden trailer cars on trains by THE
LONG ISLAND RAILROAD COMPANY.

Case No. 1536,
Order after Rehearing
February 6, 1914

A final order having been made in this case on November 11, 1913, and The Long Island Railroad Company having applied for a rehearing and such rehearing having been granted and the same having been held on January 26, 1914, before Honorable George V. S. Williams, Commissioner, C. L. Addison appearing for The Long Island Railroad Company and Henry H. Whitman, Assistant Counsel for the Public Service Commission, attending, it is

Ordered, That said order of November 11, 1913, be and the same hereby is changed so that the directory provisions thereof shall read as follows:

1. That The Long Island Railroad Company shall not operate any of the twenty-four wooden cars numbered 827 to 841 inclusive, and 843 to 851 inclusive for the transportation of persons within the First District in any multiple-unit train made up in part of steel cars.

2. That up to and including December 1, 1914, The Long Island Railroad Company shall not operate any wooden cars for the transportation of persons within the First District in any multiple-unit train made up in part of steel cars, except when necessary to maintain its schedule.

3. That after December 1, 1914, The Long Island Railroad Company shall not operate any wooden cars for the transportation of persons within the First District in any multiple-unit train made up in part of steel cars.

4. This order shall not apply to club or private cars; and it is further

Ordered, That this order shall take effect on February 6, 1914, and shall continue in force until changed or abrogated; and it is further

Ordered, That on or before February 16, 1914, The Long Island Railroad Company notify the Commission whether this order is accepted and will be obeyed.

Upon application of the company, dated November 11, 1914, for the modification or abrogation of the order of February 6, 1914, the Commission on December 11, 1914, issued an order denying such application.

Long Island Railroad Company — Installation of emergency lighting system in Atlantic Avenue tunnels

Case No. 1874,
Hearing Resolution
Final Order
Approval Resolution

This proceeding was begun upon motion of the Commission on the question as to whether the Long Island Railroad Company should be required to install an emergency lighting system in its Atlantic Avenue tunnels. The Commission on September 29, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on October 20, 1914. Hearing was had on October 20, 1914.

612 PUBLIC SERVICE COMMISSION—FIRST DISTRICT

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the Commission on the question whether THE LONG ISLAND RAILROAD COMPANY should be required to install in its Atlantic Avenue tunnels an emergency lighting system.

Case No. 1874,
Order Directing the Installation of Emergency Lighting System in Atlantic Avenue Tunnels
October 27, 1914

A hearing having been duly held in this case on October 20, 1914, before the Commission, C. L. Addison appearing for The Long Island Railroad Company, and Henry H. Whitman, Assistant Counsel, attending for the Commission, it is

Ordered, That The Long Island Railroad Company be and it hereby is required before January 1, 1915, to install and thereafter maintain in operating condition an emergency system for lighting its Atlantic Avenue tunnels whenever for any reason the electric current for its regular lighting system falls or is interrupted; and it is further

Ordered, That said The Long Island Railroad Company on or before November 15, 1914, submit to the Commission for its approval a written statement showing in detail the emergency lighting system proposed to be installed under this order; and it is further

Ordered, That this order shall take effect forthwith and shall continue in force until changed or abrogated by the Commission; and it is further

Ordered, That within ten days after service of a certified copy of this order upon it said The Long Island Railroad Company notify the Commission whether this order is accepted and will be obeyed.

On December 11, 1914, the Commission adopted the following resolution:

CASE NO. 1874, RESOLUTION APPROVING EMERGENCY LIGHTING SYSTEM IN ATLANTIC AVENUE TUNNELS

(November 11, 1914)

The Long Island Railroad Company having, as directed in the order made in this proceeding on October 27, 1914, submitted to the Commission for its approval a written statement dated November 9, 1914, showing in detail the emergency lighting system proposed to be installed in its Atlantic Avenue tunnels under said order, it is

Resolved, That the said emergency lighting system so shown in said statement be and the same hereby is approved.

Long Island Railroad Company—Relocation of third rail equipment on elevated portions of Atlantic Avenue Division

Case No. 1876,
Hearing Resolution
Final Order
Amendatory Order
Approval Resolution

This proceeding was begun upon motion of the Commission as to the safety of the third rail equipment on the elevated portions of the Atlantic Avenue Division of the Long Island Railroad Company. The Commission on October 6, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on October 20, 1914. Hearing was had on October 20, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the Commission as to the safety of the third rail equipment on elevated portions of the Atlantic Avenue Division of THE LONG ISLAND RAILROAD COMPANY.

Case No. 1876,
Order
October 30, 1914

A hearing having been had in this proceeding on October 20, 1914, before the Commission, C. L. Addison appearing for The Long Island Railroad Company, Arthur DuBols, Assistant Counsel to the Commission, attending, and the Commission being of opinion after said hearing that the third rail equipment on the elevated portion of the Atlantic Avenue Division of the Long Island Railroad Company is unsafe, it is

Ordered, That The Long Island Railroad Company be and it hereby is directed so to change and relay its third rail construction on all the elevated portions of the Atlantic Avenue Division that the third rail shall be removed from its present location on the outside of the elevated structure to a position between the tracks; and it is further

Ordered, That the work of relocation of the third rail structure be completed not later than May 1, 1915; and it is further

Ordered, That detailed plans showing the new location of the third rail structure be submitted to the Public Service Commission for the First District for its approval not later than November 30, 1914; and it is further

Ordered, That this order take effect forthwith, and that within eight days after service of this order The Long Island Railroad Company notify the Commission whether the terms of this order are accepted and will be obeyed.

The company having applied under date of November 4, 1914, for an amendment of the order of October 30, 1914, the Commission issued the following order:

CASE NO. 1876, ORDER AMENDING ORDER MADE OCTOBER 30, 1914

(November 17, 1914)

An order having been made herein on October 30, 1914, and The Long Island Railroad Company by letter of C. L. Addison, Assistant to the President, dated November 4, 1914, having asked for an amendment and modification of the order in certain respects, and the Commission being of the opinion that such amendment and modification should properly be made,

Now, therefore, it is

Ordered, That said order made herein October 30, 1914, be and the same hereby is amended and modified to read as follows:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION as to the safety of the third rail equipment on elevated portions of the Atlantic Avenue Division of THE LONG ISLAND RAILROAD COMPANY.

Case No. 1876,
Order

A hearing having been had in this proceeding on October 30, 1914, before the Commission, C. L. Addison appearing for The Long Island Railroad Company, Arthur DuBois, Assistant Counsel to the Commission, attending, and the Commission being of opinion after said hearing that the third rail equipment on so much of the elevated portions of the Atlantic Avenue Division of The Long Island Railroad Company as has the third rail equipment on the outside of the running tracks is unsafe, it is

Ordered, That The Long Island Railroad Company be and it hereby is directed so to change and re-lay its third rail construction on all the elevated portions of the Atlantic Avenue Division on which the third rail is now situated outside of the running track, that the third rail shall be removed from its present location on the outside of the elevated structure to a position between the tracks; and it is further

Ordered, That the work of relocation of the third rail structure be completed not later than May 1, 1915; and it is further

Ordered, That detailed plans showing the location of the third rail structure be submitted to the Public Service Commission for the First District for its approval not later than November 30, 1914; and it is further

Ordered, That this order take effect forthwith and that within eight days after service of this order The Long Island Railroad Company notify the Commission whether the terms of this order are accepted and will be obeyed.

BY THE COMMISSION

(L. S.)

TRAVIS H. WHITNEY,

Secretary

Further ordered, That this amendatory order take effect forthwith and that within eight days after service of this amendatory order The Long Island Railroad Company notify the Commission whether the terms of this order as amended are accepted and will be obeyed.

On December 11, 1914, the Commission adopted the following resolution:

CASE NO. 1876, RESOLUTION APPROVING PROPOSED CHANGES IN LOCATION OF THIRD RAIL

(December 11, 1914)

Whereas, On October 30, 1914, the Commission adopted an order directing the change and relocation of the third rail on elevated portions of the Atlantic Avenue Division of The Long Island Railroad Company and directed that detailed plans showing the new location of the third rail structure be submitted to the Commission for its approval; and

Whereas, The Long Island Railroad Company, with letter of C. L. Addison, Assistant to the President, dated November 30, 1914, submitted for approval by the Commission two certain drawings entitled "L. I. R. R. Atlantic Division Plan Showing Changes in Location of Third Rail between Williams and Shepherd Avenues East New York dated November 24, 1914," Sheets Nos. 1 and 2; and

Whereas, The Electrical Engineer of the Commission has reported the drawings so submitted to be satisfactory,

Resolved, That the said drawings be and the same hereby are approved.

Manhattan and Queens Traction Corporation—Additions and repairs to rolling equipment

Case No. 1788,
Hearing Resolution
Final Order
Denial Order

This proceeding was begun upon motion of the Commission on the question of repairs, improvements, changes and additions in and to the rolling equipment of the Manhattan and Queens Traction Corporation. The Commission on January 6, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on January 8th. A hearing was had on January 8, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE

Hearing on the motion of the Commission on the question of repairs, improvements, changes and additions in and to the rolling equipment of the MANHATTAN AND QUEENS TRACTION CORPORATION, and the regulations and practices of said company with reference thereto.

Case No. 1783,
Final Order
January 9, 1914

Additional equipment, and repairs to present equipment

A hearing having been duly had by and before the Commission in the above entitled matter on January 8, 1914, Commissioner Eustis presiding, Robert S. Sloane appearing for Manhattan and Queens Traction Corporation, Edward M. Deegan, Assistant Counsel, attending for the Commission, and it appearing at the hearing that said company has ordered a number of new cars to be delivered in the near future, but the Commission being of the opinion after said hearing that the rolling equipment now in use by said company is not in a safe operating condition and that certain repairs, improvements and changes should reasonably be made in such rolling equipment in order to promote the security or convenience of the public.

Ordered, That said Manhattan and Queens Traction Corporation shall cease to operate its existing equipment at or before 12:00 o'clock midnight, January 9, 1914, and shall overhaul all its said rolling equipment and make all repairs necessary to put said equipment in a safe operating condition and to maintain same in such condition until supplanted by new cars. Said equipment shall be overhauled and the necessary repairs thereto shall be made before said cars shall be again operated. All such work to be done to the satisfaction of the Electrical Engineer, C. W. Wilder, of the Commission, who shall certify that such cars are in safe operating condition.

Further ordered, That said order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

Further ordered, That by 6:00 P. M., January 9, 1914, the said company shall notify the Public Service Commission for the First District whether the terms of this order are accepted and will be obeyed.

Upon application of the company, dated February 27, 1914, for a rescission of the order of January 9, 1914, the Commission issued the following order:

CASE NO. 1783, DENIAL ORDER
(January 13, 1914)

An order having been duly made in the above entitled matter on January 9, 1914, directing the Manhattan and Queens Traction Corporation to overhaul all its existing rolling equipment and make necessary repairs thereto, and to complete the overhauling and repairs before the cars were again put into service after midnight of January 9, 1914; and the Manhattan and Queens Traction Corporation having made application in writing dated February 27, 1914, for a rescission of the said order and that it be permitted to put in operation such of its single truck cars as it was able to overhaul and put into a safe operating condition; and it appearing that the provisions of the said order do not forbid the operation of the

company's single truck cars provided that they are in safe operating condition and that the Electrical Engineer of the Commission certifies that such cars are in safe operating condition, it is

Ordered, That the said application for a rescission of the said order of January 9, 1914, be and the same hereby is denied.

New York and Queens County Railway Company et al.—Automatic electric block signals on single-track lines

**Case No. 1441,
Amendatory Order
Extension Orders**

This proceeding was begun upon motion of the Commission on the question of the installation of automatic electric block signals on the single-track lines of the New York and Queens County Railway Company, the Long Island Electric Railway Company, the New York and Long Island Traction Company, the New York and North Shore Traction Company, the Marine Railway Company, the Ocean Electric Railway Company, the Pelham Park Railroad Company, the Richmond Light and Railroad Company and the Staten Island Midland Railway Company. Hearings were had during 1912.

On March 5, 1912, the Commission issued a final order directing the companies to install at all turnouts of all the single-track portions of their lines, and at all points where double track led into single track, suitable automatic electric block signals, except that, upon receipt within thirty days of assurance from any of the companies of its intention to double-track within one year any portion of its road, the Commission would exempt such company from the operation of the order with reference to the portion of the road to be double-tracked, and providing that the New York and North Shore Traction Company need not install block signals on that portion of its temporary single-track line on 10th street, Bayside, to Douglaston. Upon applications by the Long Island Electric Railway Company and the New York and Long Island Traction Company, dated September 25, 1912, for a suspension from June 1, 1912, to June 1, 1914, of the order of March 5, 1912, and upon the application by the New York and Queens County Railway Company, dated September 25, 1912, for a modification of the order of March 5, 1912, the Commission on September 27, 1912, directed (see blank form of rehearing resolution, page 382) that a rehearing be had on October 9, 1912. Upon application of the Ocean Electric Railway Company, dated October 9, 1912, for a suspension from June 1, 1912, to June 1, 1914, of the order of March 5, 1912, the Commission on October 11, 1912, directed (see blank form of rehearing resolution, page 382) that a rehearing be had on October 16, 1912. Rehearings were had on October 9 and 16, 1912, and closed.

On January 13, 1914, the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on motion of the COMMISSION on the question of improvements in and additions to the regulations, equipment, appliances and service in respect of the installation of automatic electric block signals on the single track lines of NEW YORK AND QUEENS COUNTY RAILWAY COMPANY, LONG ISLAND ELECTRIC RAILWAY COMPANY, NEW YORK AND LONG ISLAND TRACTION COMPANY, THE NEW YORK AND NORTH SHORE TRACTION COMPANY, THE MARINE RAILWAY COMPANY, OCEAN ELECTRIC RAILWAY COMPANY, PELHAM PARK RAILROAD COMPANY, RICHMOND LIGHT AND RAILROAD COMPANY AND THE STATEN ISLAND MIDLAND RAILWAY COMPANY.

Case No. 1441,
Order Amending Final
Order
January 13, 1914

A final order having been made in this case on March 5, 1912, directing the companies above named to install suitable automatic electric block signals at certain points on their lines and the time of said companies within which to comply with said order having been extended until January 1, 1914, and the New York and Queens County Railway Company having made application that said order be so amended that said company shall be required to install suitable auto-

matic electric block signals, as in said final order provided, on its Flushing and Jamaica line only, and that its time within which so to do be extended, it is

Ordered, That said application be and the same hereby is granted and that the said New York and Queens County Railway Company be and it hereby is required, to install suitable automatic electric block signals, as in said final order provided, on its Flushing and Jamaica line only, and that said final order be and the same hereby is amended accordingly; and it is further

Ordered, That the time of said company within which to comply with this order be and the same hereby is extended to June 1, 1914; and it is further

Ordered, That this order shall take effect forthwith and shall continue in force until abrogated or changed; and it is further

Ordered, That within five days after service of a certified copy of this order upon it said company notify the Commission in writing whether this order is accepted and will be obeyed.

Upon application of the Richmond Light and Railroad Company and the Staten Island Midland Railway Company, dated April 27, 1914, for an extension of time within which to install automatic electric block signals as directed by the order of March 5, 1912, the Commission, on May 1, 1914, granted such extension (see blank form of extension order, page 379) to July 1, 1914.

On June 5, 1914, the Commission issued the following order:

CASE NO. 1441, EXTENSION ORDER, LONG ISLAND ELECTRIC RAILWAY COMPANY, NEW YORK AND LONG ISLAND TRACTION COMPANY, NEW YORK AND QUEENS COUNTY RAILWAY COMPANY

(June 5, 1914)

A final order having been duly made in the above entitled matter on March 5, 1912, as amended by an order duly made in the above entitled matter on January 13, 1914, directing the companies named in this case to install suitable automatic electric block signals at certain points on their lines, except in cases where the companies intended to double-track portions of their route as provided in said order; and the time of the Long Island Electric Railway Company, the New York and Long Island Traction Company and the New York and Queens County Railway Company for complying with said order having by orders duly made in the above entitled matter on December 5, 1913, been further extended to June 1, 1914; and the said Long Island Electric Railway Company and the New York and Long Island Traction Company having by communications dated May 14, 1914, respectively asked for a modification of the said final order so as to exclude said companies from the operation of the provisions thereof; and the said New York and Queens County Railway Company having, by communication dated May 14, 1914, asked for a further extension of time to December 1, 1914, for complying with the said order; and, after consideration, the Commission being of opinion that the said applications of the Long Island Electric Railway Company and the New York and Long Island Traction Company for the modification of the said final order should be denied, but that the time of the said two last-mentioned companies within which to comply with the terms of the said order should be further extended, and that the time of the New York and Queens County Railway Company within which to comply with the terms of the said order should be extended only to October 1, 1914; it is

Ordered, That the said applications of the Long Island Electric Railway Company and the New York and Long Island Traction Company for the modification of the said final order of March 5, 1912, be and the same hereby are denied; and that the time within which to comply with the terms of the said final order of March 5, 1912, as amended by the said order of January 13, 1914, be and the same hereby is extended to the dates set opposite the respective names of said companies:

Long Island Electric Railway Company.....	June 1, 1915
New York and Long Island Traction Company.....	June 1, 1915
New York and Queens County Railway Company.....	Oct. 1, 1914

Upon applications by the New York and Queens County Railway Company, dated September 16 and October 13, 1914, for extensions of time within which to install automatic electric block signals on its Flushing-Jamaica Line, as directed by the order of March 5, 1912, as amended by order of January 13, 1914, the Commission on September 29 and October 23, 1914, granted such extensions (see blank form of extension order, page 379) to October 15 and October 31, 1914, respectively.

New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company — Destination signs in cars in service on elevated lines

Case No. 1505.
Final Order
Extension Order
Amendatory Order

This proceeding was begun upon motion of the Commission on the question of changes in the regulations, practices and service of the Brooklyn Union Elevated

Railroad Company, the Nassau Electric Railroad Company, the Sea Beach Railway Company and the South Brooklyn Railway Company with respect to destination signs in cars on elevated lines. Hearing was had on May 29, 1912. The New York Consolidated Railroad Company having been formed through the consolidation of the Brooklyn Union Elevated Railroad Company, the Canarsie Railroad Company and the Sea Beach Railway Company, the Commission on December 16, 1913, issued an order directing that this proceeding be amended by substituting the New York Consolidated Railroad Company in place of the Brooklyn Union Elevated Railroad Company and the Sea Beach Railway Company, and that a further hearing be had herein on December 29, 1913. Hearing was had on that date.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION on the question of changes in the regulations, practices and service of NEW YORK CONSOLIDATED RAILROAD COMPANY, NASSAU ELECTRIC RAILROAD COMPANY and SOUTH BROOKLYN RAILWAY COMPANY.

Case No. 1505,
Order
July 30, 1914

A proceeding having been instituted on the motion of the Commission on the question of changes in the regulations, practices and service of Brooklyn Union Elevated Railroad Company, Nassau Electric Railroad Company, Sea Beach Railway Company and South Brooklyn Railway Company, and the Commission having adopted a resolution on December 16, 1913, amending said proceeding by substituting in place of said Brooklyn Union Elevated Railroad Company and said Sea Beach Railway Company the New York Consolidated Railroad Company and directing that all further proceedings be had in the names of said New York Consolidated Railroad Company, said Nassau Electric Railroad Company and said South Brooklyn Railway Company, and a hearing having been had on December 29, 1913, before Hon. George V. S. Williams, Commissioner, D. A. Marsh appearing as counsel for said last mentioned railroad companies, and Henry H. Whitman, Assistant Counsel to the Commission, attending, it is

Ordered, That all cars now equipped with holders for line or destination signs, and every motor car, operated by said New York Consolidated Railroad Company, said Nassau Electric Railroad Company and said South Brooklyn Railway Company shall display, when in service, proper line and destination signs, and that all trains operated by said last mentioned companies shall also display, when in service, proper dash destination signs; and it is further

Ordered, That this order shall take effect forthwith and shall continue in force until abrogated or changed; and it is further

Ordered, That within five days after the service of this order said last mentioned companies notify the Commission whether this order is accepted and will be obeyed.

Upon application by the Nassau Electric Railroad Company, the New York Consolidated Railroad Company and the South Brooklyn Railway Company, dated August 10, 1914, for an extension of time within which to notify the Commission whether the terms of the order of July 30, 1914, were accepted and would be obeyed, the Commission on August 21, 1914 (see blank form of extension order, page 379), granted the desired extension.

Upon application by the Nassau Electric Railroad Company, the New York Consolidated Railroad Company and the South Brooklyn Railway Company, dated August 24, 1914, for a modification of the order of July 30, 1914, the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION on the question of changes in the regulations, practices and service of NEW YORK CONSOLIDATED RAILROAD COMPANY, NASSAU ELECTRIC RAILROAD COMPANY and SOUTH BROOKLYN RAILWAY COMPANY.

Case No. 1505,
Order
September 15, 1914

Destination Signs in Cars in service on Elevated Lines

An order having been made in this case on July 30, 1914, and the New York Consolidated Railroad Company, the Nassau Electric Railroad Company and the

South Brooklyn Railway Company having made application for the modification of said order, it is

Ordered, That said order of July 30, 1914, be and the same hereby is amended as to the directory portion thereof so as to read as follows:

Ordered, That all cars now equipped with holders for line or destination signs, and every motor car, operated by said New York Consolidated Railroad Company, said Nassau Electric Railroad Company and said South Brooklyn Railway Company shall display, when in service, proper line and destination signs, and that all trains operated by said last mentioned companies shall also display, when in service, proper dash destination signs; but the provision of this order requiring line and destination signs shall not apply to the following short line temporary trains, to wit: Trains from 65th Street to Fulton Street in the forenoon rush hours; West End trains from West End to Fulton Street in the forenoon and afternoon rush hours and Culver trains to Fulton Street in the afternoon rush hours; and it is further

Ordered, That this order shall take effect on October 1, 1914, but that said companies shall comply forthwith with said order so far as the signs on hand will permit them to do so, and that this order shall continue in force until abrogated or changed; and it is further

Ordered, That within five days after the service of this order said last mentioned companies notify the Commission whether this order is accepted and will be obeyed.

New York Railways Company—Complaint of Central Mercantile Association as to condition of cars on Sixth Avenue, Seventh Avenue, and 14th Street Surface Lines

Case No. 1824,
Hearing Resolution
Opinion
Discontinuance Order

This proceeding was begun upon complaint of the Central Mercantile Association as to the condition of the cars of the New York Railways Company on the Sixth Avenue, Seventh Avenue and 14th Street Surface Lines. The Commission on May 10, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on May 27, 1914. Hearings were had on May 27 and June 4, 1914. On June 16, 1914, the Commission rendered an opinion (see 5. P. S. C. R. [1st Dist. N. Y.], 256).

Thereupon the Commission issued the following order:

IN THE MATTER OF THE COMPLAINT
OF

CENTRAL MERCANTILE ASSOCIATION against the New
YORK RAILWAYS COMPANY as to the condition of the
cars on the Sixth Avenue, Seventh Avenue and 14th
Street surface lines.

Case No. 1824,
Order of Discontinuance
June 16, 1914

A hearing having been had in this proceeding before Hon. Milo R. Maltbie, Commissioner, on May 27 and June 4, 1914, Clarkson Cowl, president, and Joseph E. Kean, secretary of the Central Mercantile Association, appearing for the complainant, Arthur G. Peacock appearing as counsel for the New York Railways Company, and Henry H. Whitman, Assistant Counsel to the Commission, attending, and the Commission having rendered and filed its opinion that this proceeding should be discontinued, it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued.

Street Railroad Corporations—Heating, heating regulations and ventilation in closed passenger cars

Case No. 1426,
Extension Orders

This proceeding was begun in 1911 upon motion of the Commission on the question of improvements, changes and additions in and to the regulations, equipment, appliances and service of all street surface railroad corporations in regard to heating, heating regulations and ventilation with respect to all closed cars carrying passengers operated in the City of New York. Hearings were had during 1911 and 1912. On April 26, 1912, the Commission rendered an opinion (see 3 P. S. C. R. [1st Dist. N. Y.], 252), and on the same day issued an order prescribing heating and ventilating regulations for all closed passenger cars. Upon applica-

tions of the companies for an extension of time within which to comply with the order of April 26, 1912, the Commission after holding a hearing on January 13, 1913, issued an order (see blank form of extension order, page 379) on September 26, 1913, granting the desired extension to February 1, 1914.

Upon applications of the New York Railways Company, the New York and Queens County Railway Company, the Long Island Electric Railway Company and the New York and Long Island Traction Company for further extensions of their time within which to comply with the provisions of the order of April 26, 1912, the Commission on February 6 and March 31, 1914, issued orders granting the desired extensions of time within which to comply with such provisions of the order of April 26, 1912, as relate to the "ventilating regulations" therein prescribed and as relate to the displaying in cars of the "heating regulations" and the "ventilating regulations" described in said order, to March 15 and October 15, 1914, respectively.

Street Railroad Corporations—Steps on closed surface cars operated in the City of New York

Case No. 1870, Extension Order

This proceeding was begun upon motion of the Commission on the question of providing folding steps on all closed surface cars operated by street railroad corporations in the City of New York and the establishment of a standard maximum height for all steps on said cars. Hearings were had on July 20, 1911, and on subsequent dates to December 24, 1912. On February 20, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 34). On February 28, 1913, the Commission issued a final order directing the New York and Queens County Railway Company, the New York and Long Island Traction Company, the Long Island Electric Railway Company, the New York Railways Company, the Brooklyn Heights Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the South Brooklyn Railway Company, the Nassau Electric Railroad Company, and the Coney Island and Gravesend Railway Company, to so reconstruct the closed cars to be operated by them that none of the car steps should be over fifteen inches in height. On October 14, 1913, the Commission issued an order directing the Ocean Electric Railway Company to reconstruct the open cars to be operated by it so that none of the car steps should be over fifteen inches in height.

Upon application of the Ocean Electric Railway Company, dated April 14, 1914, for an extension of time within which to comply with the terms of the order of October 14, 1913, the Commission on April 28, 1914, issued an order (see blank form of extension order, page 379) granting such extension to October 1, 1914.

Street Railroad Corporations—Brakes and brake shoes on street surface cars for mitigating noise

Case No. 1746, Extension Order Approval Resolution

This proceeding was begun upon motion of the Commission on the question of repairs, improvements, changes or additions in and to the equipment of all street railroad corporations owning, operating or managing surface cars on street railroads subject to the jurisdiction of the Commission, in respect of brakes and brake shoes on such surface cars. Hearings were had on October 22 and on subsequent dates to December 17, 1913. On December 19, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 476) and issued an order prescribing the type of brake shoe to be used by the corporations affected.

Application in writing, dated September 1, 1914, having been made by the New York Railways Company, the New York and Queens County Railway Company, the New York and Long Island Traction Company and the Long Island Electric Railway Company for an extension of time within which to submit to the Commission for its approval the type of brake shoes or other devices desired to be used by them in compliance with the order of December 19, 1913, the Commission on Sep-

tember 11, 1914, issued an order (see blank form of extension order, page 379) granting the desired extension to December 31, 1914.

The Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the New York Consolidated Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the South Brooklyn Railway Company, the Coney Island and Brooklyn Railroad Company, the Coney Island and Gravesend Railway Company, the Bridge Operating Company, the Manhattan and Queens Traction Corporation, and the Third Avenue Railway Company and its allied lines having submitted to the Commission for its approval, pursuant to the order of December 19, 1913, drawings showing the type of brake shoes desired to be used by them, the Commission on September 29, 1914, adopted resolutions approving the types of brake shoes submitted.

STATIONS AND STATION PLATFORMS

Interborough Rapid Transit Company — Platforms, stairway bulkheads and signs at stations on elevated lines

Case No. 1481,
Extension Orders

This proceeding was begun upon motion of the Commission on the question of repairs, improvements, changes and additions to the equipment and stations of the Interborough Rapid Transit Company in respect of the elevated lines of the Manhattan Railway Company. Hearings were had during 1912 to May 3. On May 9, 1912, the Commission rendered an opinion (see 3 P. S. C. R. [1st Dist. N. Y.], 264). Thereupon, on May 14, 1912, the Commission issued an order directing the company to make certain repairs, improvements, changes and additions to the equipment and stations of the elevated lines of the Manhattan Railway Company. Upon successive applications by the company, the Commission adopted orders from time to time extending the company's time to September 1, 1912, within which to accept the order of May 14, 1912. Upon application of the company, dated August 30, 1912, the Commission on September 10, 1912, issued an order amending the order of May 14, 1912, in certain respects. Upon applications therefor, the Commission extended the time of the company by orders adopted as follows:

<i>Date</i>	<i>Extended to</i>	<i>To comply with</i>
November 8, 1912	December 1, 1912	Equipping certain platforms with station signs
November 15, 1912	{ January 1, 1913 and April 1, 1913	Raising platforms at certain stations
		Extending certain platforms

Upon applications of the company, dated January 23 and July 28, 1914, for further extensions of time within which to comply with the provisions of the amending order of September 10, 1912, relating to the Ninth Street station on the northbound side of the Third Avenue Elevated Line, the Commission on January 30 and September 11, 1914 (see blank form of extension order, page 379), granted such extensions to August 1, 1914, and April 1, 1915, respectively.

Interborough Rapid Transit Company — New station at 99th street and Columbus avenue on Ninth Avenue Elevated Line

Case No. 1627,
Extension Orders

This proceeding was begun upon motion of the Commission upon the question as to whether the Interborough Rapid Transit Company should be directed and required to construct, erect and provide for use a new station with the necessary platforms, stairways and other appurtenances at or near the intersection of 99th street and Columbus avenue on the company's Ninth Avenue Elevated Line in the Borough of Manhattan. Hearings were had on February 19, and on subsequent dates to May 13, 1913. On May 27, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 268) and issued an order requiring the construction of a new station at 99th street and Columbus avenue.

The company having applied under dates of January 12, May 27 and October 30, 1914, for extensions of time within which to complete and put into operation the new station, as required by the order of May 27, 1913, the Commission on January 30, July 1 and November 6, 1914, issued orders (see blank form of extension order, page 379) granting the desired extensions to June 1, October 30 and November 1, 1914, respectively.

Interborough Rapid Transit Company — Service and facilities at 149th Street elevated station

Case No. 1790,
Hearing Resolution
Opinion
Discontinuance Order
Approval Resolution

This proceeding was begun upon motion of the Commission on the question of improvement and changes in the regulations, practices, equipment, appliances and service of the Interborough Rapid Transit Company at the 149th Street station on its Third Avenue Elevated Line. The Commission on January 23, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on January 26, 1914. Hearings were had on January 26, 28 and February 3, 1914. On February 6, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 113).

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the Commission on the question of improvement and changes in the regulations, practices, equipment, appliances and service of the INTERBOROUGH RAPID TRANSIT COMPANY at the 149th Street station on its Third Avenue elevated line.

Case No. 1790,
Discontinuance Order
February 6, 1914

A hearing having been duly had in the above entitled matter on January 26, 28, and February 3, 1914, before Honorable John E. Eustis, Commissioner, Arthur G. Peacock, Esq., appearing for the Interborough Rapid Transit Company, Edward J. Crummev, Esq., Assistant Counsel, attending for the Commission, and the scope of the proceeding having, with the consent of the attorney for the Interborough Rapid Transit Company, been enlarged so as to include the regulations, practices, equipment, appliances and service of the Interborough Rapid Transit Company at the 149th Street Station on its Lenox Avenue subway line, and the Interborough Rapid Transit Company having made certain improvements at its elevated and subway stations at 149th Street in respect to the transfer of passengers between the said subway line and the elevated line, it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued.

The company having submitted for the approval of the Commission a drawing showing proposed temporary exit stairways to the street, and the widening of the northbound exit platform of the 149th Street elevated station, the Commission on June 2, 1914, adopted a resolution approving said drawing.

Interborough Rapid Transit Company and Manhattan Railway Company — Complaint of Central Mercantile Association as to condition of stations on Sixth Avenue Elevated Line

Case No. 1825,
Hearing Resolution
Opinion
Discontinuance Order

This proceeding was begun upon complaint of the Central Mercantile Association as to the condition of the stations on the Sixth Avenue Elevated Line. The Commission on May 19, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on May 27, 1914. Hearings were had on May 27, and June 4 and 12, 1914. On June 16, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 258).

Thereupon the Commission issued the following order:

IN THE MATTER OF THE COMPLAINT
OF
CENTRAL MERCANTILE ASSOCIATION against the INTERBOROUGH RAPID TRANSIT COMPANY and the MANHATTAN RAILWAY COMPANY as to the condition of the stations on the Sixth Avenue Elevated Line.

Case No. 1825,
Order of Discontinuance
June 16, 1914

A hearing having been had in this proceeding before Hon. Milo R. Maltbie, Commissioner, on May 27, June 4 and June 12, 1914, Clarkson Cowl, president, and Joseph E. Kean, secretary of the Central Mercantile Association, appearing for the complainant, Arthur G. Peacock appearing as counsel for the Interborough Rapid Transit Company and the Manhattan Railway Company, and Henry H. Whitman, Assistant Counsel to the Commission, attending, and the Commission having rendered and filed its opinion that this proceeding should be discontinued, it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued.

Interborough Rapid Transit Company — Proposed elevated station at 120th street and Eighth avenue

Case No. 1832,
Hearing Resolution
Discontinuance Order

This proceeding was begun upon motion of the Commission upon the question whether the Interborough Rapid Transit Company should be directed and required to construct, erect and provide for use a new station with the necessary platforms, stairways and other appurtenances at or near the intersection of 120th street and Eighth avenue on the company's Ninth Avenue Elevated Line in the Borough of Manhattan. The Commission on June 12, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on June 17, 1914. Hearings were had on June 17, 1914, and on subsequent dates to July 9, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE
Hearing on the motion of the Commission upon the question whether the INTERBOROUGH RAPID TRANSIT COMPANY should be directed and required to construct, erect and provide for use a new station with the necessary platforms, stairways and other appurtenances at or near the intersection of 120th street and Eighth avenue on said company's Ninth Avenue Elevated Line.

Case No. 1832,
Discontinuance Order
December 18, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on June 22, June 29 and July 9, 1914; and the Commission being of the opinion after said hearing that public convenience does not now require the construction and erection of a new station at or near 120th street and Eighth avenue on the Ninth Avenue Elevated Line of the Interborough Rapid Transit Company.

Ordered, That the above entitled proceeding be and the same hereby is discontinued.

Interborough Rapid Transit Company — Widening of platforms at 23rd Street station on Third Avenue Elevated Line

Case No. 1861,
Hearing Resolution
Final Order

This proceeding was begun upon motion of the Commission on the question of improvements, changes and additions in and to the platforms and equipment of the 23d Street station on the Third Avenue Elevated Line of the Interborough Rapid Transit Company. The Commission on July 30, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on September 11, 1914. Hearings were had September 11, 15 and 20, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION on the question of improvements, changes and additions in and to the platforms and equipment of the 23d Street station on the Third Avenue Elevated Line of the INTERBOROUGH RAPID TRANSIT COMPANY.

Case No. 1861,
Order
October 9, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on September 11, September 15 and September 29, 1914, H. M. Chamberlain, Assistant Counsel, appearing for the Commission and James L. Quackenbush by Arthur G. Peacock of Counsel appearing for the Interborough Rapid Transit Company; and the Commission being of the opinion after said hearing that the facilities provided by said company at the 23d Street Station on its Third Avenue Elevated Line are inadequate in that the platforms at said station are not sufficiently wide reasonably to accommodate the passengers using said station, and said company having agreed on said hearing to accept an order requiring the widening of said platforms as hereinafter provided, in accordance with the recommendations of Alfred Craven, Chief Engineer of the Commission,

Ordered,

(1) That said Interborough Rapid Transit Company be and it hereby is directed and required to widen the existing platforms at the 23d Street Station on its Third Avenue Elevated Line so that at no point shall either of said platforms be less than ten feet wide in the clear, except for about forty feet at the northerly end of the southbound platform at said station for which distance the existing platform seems adequate to meet present needs.

(2) That the widening of said platforms in accordance with paragraph (1) of this order shall be completed on or before January 1, 1915.

(3) That this order shall take effect immediately and continue in force until changed or abrogated by further order of the Commission.

(4) That on or before October 19, 1914, said Interborough Rapid Transit Company shall notify the Commission whether the terms of this order are accepted and will be obeyed.

Long Island Railroad Company — Construction of new local station on Old Southern Division at South street, Jamaica

Case No. 1727,
Final Order
Rehearing Resolution
Order after Rehearing

This proceeding was begun upon motion of the Commission on the question of whether The Long Island Railroad Company should be directed to construct and maintain a local station on the Old Southern Division at South street, Jamaica. Hearings were had on September 16, 1913, and on subsequent dates to October 22, 1913.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on motion of the COMMISSION on the question of whether THE LONG ISLAND RAILROAD COMPANY should be directed to construct and maintain a local station on the Old Southern Division at South Street, Jamaica.

Case No. 1727,
Order
July 30, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on September 16, 1913 and certain adjourned dates to and including October 22, 1913, Commissioner Williams, presiding, H. M. Chamberlain, Assistant Counsel, attending for the Commission and C. L. Addison appearing for The Long Island Railroad Company; and the Commission being of the opinion after said hearing that a new station for use by The Long Island Railroad Company in or in connection with the transportation of passengers ought reasonably to be provided on the southerly side of South Street at Jamaica, in the Borough of Queens, on said company's Old Southern Division, in order to secure adequate service or facilities for the transportation of passengers on said railroad.

Ordered,

(1) That said The Long Island Railroad Company be and it hereby is directed and required to construct, erect and provide for use a new station on the southerly

side of South Street, Jamaica, on said company's Old Southern Division, said station to consist of the necessary platforms, shelters and passageways connecting said platforms; said station and its appurtenances to be in all respects safe, adequate and convenient for the service of the public.

(2) That said new station with the necessary platforms, shelters and other appurtenances shall be constructed, erected and opened for use on or before the 1st day of November, 1914.

(3) That before entering upon the work of constructing said new station, platforms, shelters and other appurtenances said company shall submit to the Commission for its approval plans and specifications of all such proposed work.

(4) That said company shall open said new station for use, and cause trains on said division to stop at said station for the receipt and delivery of passengers on or before the 1st day of November, 1914, and shall continue such use of said station and such stopping of trains at said station thereafter until further order of the Commission.

(5) That this order shall take effect immediately except as hereinbefore provided, and shall continue in force until changed or abrogated by further order of the Commission.

(6) That on or before the 15th day of August, 1914 said company notify the Commission whether the terms of this order are accepted and will be obeyed.

Application in writing dated August 15, 1914, having been made by The Long Island Railroad Company for a rehearing to determine whether the order of July 30, 1914, or any part thereof should be abrogated, changed or modified, the Commission on August 21, 1914, directed (see blank form of rehearing resolution page 382) that a rehearing be had on September 18, 1914. Hearing was had on September 18, 1914.

Thereupon the Commission issued the following order:

CASE NO. 1727, ORDER AFTER REHEARING

(December 11, 1914)

Whereas, on or about July 30, 1914, the Commission adopted an order directing and requiring The Long Island Railroad Company to construct, erect and provide for use a new station on the southerly side of South street, Jamaica, on said company's Old Southern Division, said station to consist of the necessary platforms, shelters and passageways connecting said platforms, and directing and requiring said company to complete said station and open it for use on or before the 1st day of November, 1914; and

Whereas, under date of August 15, 1914, said company made application to the Commission for a rehearing in respect of the matters determined in and by said order of July 30, 1914, which application was granted; and

Whereas, a rehearing was duly had herein on September 18, 1914, on which rehearing said company was permitted to submit such facts and arguments as it desired; and

Whereas, the Commission is of the opinion after such rehearing and a consideration of the facts including those arising since the making of said order of July 30, 1914 that said order of July 30, 1914 is not in whole or in part in any respect unjust or unwarranted and that the same should not be changed or abrogated except in respect of the date on or before which the work shall be completed.

Ordered, That the application of The Long Island Railroad Company for the abrogation of said order of July 30, 1914 be and the same hereby is denied, and that said order of July 30, 1914 be and the same hereby is in all respects confirmed without change except that the date on or before which the work therein directed to be done shall be completed is hereby changed from November 1, 1914, to March 31, 1915.

The foregoing order after rehearing was adopted by the following vote:

Ayes — Commissioners McCall, Maitble, Williams and Wood.

Noes — Commissioner Cram.

Long Island Railroad Company — Station approaches to Jamaica station

Case No. 1754.

Resolution for Enforcement of Final Order
Extension Order

This proceeding was begun upon motion of the Commission on the question of the adequacy of the station approaches to the Jamaica station of the Long Island Railroad Company. Hearings were had on November 7 and 14, 1913. On December 2, 1913, the Commission issued an order directing the construction of a suitable approach to Jamaica Station from the north and south sides of its right of way at the Foley avenue end of such station.

On March 17, 1914, the Commission adopted a resolution directing its counsel to commence such proceeding or action as he might deem appropriate to enforce the terms of the order of December 2, 1913.

Application dated April 2, 1914, having been made by the Long Island Railroad Company for a modification of the order adopted December 2, 1913, to the effect that the access to the station constructed from the north and south sides of its right of way at the Foley avenue end of the station be deemed as a temporary compliance therewith, the Commission adopted the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION on the question of the adequacy of station approaches to the Jamaica Station of THE LONG ISLAND RAILROAD COMPANY.

Case No. 1754,
Extension Order
April 7, 1914

The Commission having made an order herein December 2, 1913 directing The Long Island Railroad Company to provide a suitable approach to its Jamaica Station from the north and south sides of its right of way at the west or Foley avenue end of such station substantially in the manner shown in the blue print marked Exhibit E and attached to the petition of The Long Island Railroad Company in Case No. 1378, this approach to be constructed and put in use not later than January 1, 1914, and The Long Island Railroad Company having constructed an approach to its Jamaica Station from the north and south sides of its right of way at the west or Foley avenue end of such station, but not in the manner shown in the blue print marked Exhibit E and attached to the petition of The Long Island Railroad Company in Case No. 1378, and The Long Island Railroad Company by letter of its general solicitor dated April 2, 1914 having asked that the order made herein December 2, 1913 be modified,

Now, therefore, it is

Ordered, That the time of The Long Island Railroad Company to complete the construction of the approach to the said station in the manner shown in the blue print marked Exhibit E, attached to the petition of The Long Island Railroad Company in Case No. 1378, be and the same hereby is extended to January 1, 1915, provided, however, that The Long Island Railroad Company maintain at the said station a suitable approach substantially the same as that now in use, and provided further that The Long Island Railroad Company shall properly flag each engine, car or train movement over the track crossing Foley avenue near its intersection with Archer place.

Further ordered, That this extension order take effect at once.

Long Island Railroad Company—Complaint of West End Citizens League as to shelter facilities at Brooklyn Manor station

Case No. 1791,
Complaint Order
Discontinuance Order

A petition dated January 21, 1914, was received from William E. Jordan, president of the West End Citizens League, complaining as to the shelter facilities at the Brooklyn Manor station of The Long Island Railroad Company. The Commission on January 27, 1914, directed (see blank form of complaint order, page 379) that the company satisfy the complaint, or that the charges be answered in writing. In answer to the complaint order of January 27, 1914, The Long Island Railroad Company wrote under date of February 11, 1914, stating that the company felt there was no need for a shelter shed on the westerly platform of the Brooklyn Manor station at the time as the number of eastbound passengers boarding trains at that station was comparatively few and asking that the matter be held in abeyance until the summer season. On March 11, 1914, the company wrote stating that it would construct a shelter on the eastbound platform of the Brooklyn Manor station.

On December 20, 1914, the Commission issued the following order:

WILLIAM E. JORDAN, as President of the West End
Citizens League,

against

THE LONG ISLAND RAILROAD COMPANY,

Shelter facilities at Brooklyn Manor Station

Complainant,

Defendant.

Case No. 1791,
Order Discontinuing
Proceeding
December 20, 1914

An order having been duly made in the above entitled matter on January 27, 1914, directing that the matters complained of in the complaint be satisfied, or

that the charges be answered in writing by the defendant, and answer having been made by The Long Island Railroad Company under date of February 13, 1914; and it appearing that the matters complained of have been satisfied by extending the period during which the Brooklyn Manor station is kept open for use by passengers, and by the construction of a waiting room at the westerly end of the eastbound platform at this station, it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued without prejudice, however, to any further order or proceedings in reference to any of the matters covered by the complaint and answer herein.

Long Island Railroad Company — Construction of buildings for private use on Station Plaza at Far Rockaway

Case No. 1817,
Complaint Order
Notice of Hearing
Notice of Further Hearing

A petition dated April 23, 1914, was received from J. Lauchheimer, president of The Progress Society of The Rockaways, complaining as to the construction of buildings for private use on the station plaza of The Long Island Railroad Company at Far Rockaway in the Borough of Queens. The Commission on April 28, 1914, directed (see blank form of complaint order, page 379) that the company satisfy the complaint, or that the charges be answered in writing. The company made answer under date of May 8, 1914, denying various allegations of the complaint and the jurisdiction of the Commission in the matter. The Commission on May 12, 1914, adopted a notice (see blank form of hearing notice, page 380) of a hearing on May 19, 1914. Hearings were had on May 19, 26 and June 9, 1914, when the hearing was closed.

The Progress Society of The Rockaways under date of June 22, 1914, made application for a further hearing. The Commission on June 27, 1914, adopted a notice (see blank form of hearing notice, page 380) of a further hearing on July 7, 1914. Further hearings were had on July 7 and 9, 1914, when the hearing was closed.

New York Consolidated Railroad Company, the South Brooklyn Railway Company and the Nassau Electric Railroad Company — Toilet facilities in stations on elevated lines

Case No. 1454,
Further Hearing Resolutions

This proceeding was begun upon motion of the Commission on the question of providing toilet facilities in the stations on the elevated lines of the New York Consolidated Railroad Company, the South Brooklyn Railway Company and the Nassau Electric Railroad Company. Hearing was had on February 5, 1912. On December 31, 1913, the Commission issued an order discontinuing the proceeding.

On May 1, 1914, the Commission directed (see blank form of hearing resolution, page 381) that a further hearing be had on May 13, 1914. Further hearings were had on May 15, 29 and June 19, 1914, when the hearing was adjourned subject to call.

On November 6, 1914, the Commission directed (see blank form of hearing resolution, page 381) that a further hearing be had on November 16, 1914. Further hearing was had on November 16, 1914, and closed.

New York Consolidated Railroad Company — Changes of stairway facilities of Flatbush Avenue station on Fulton Street Elevated Line

Case No. 1771,
Extension Order

This proceeding was begun upon motion of the Commission on the question of improvements and changes of the stairway facilities of the Flatbush Avenue station on the Fulton Street Elevated Line of the New York Consolidated Railroad Company. Hearings were had on December 15 and 17, 1913. On December 19, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 479), and issued an order directing the removal of the existing stairway on the north side of Fulton street at the Flatbush Avenue station of its Fulton Street

Elevated Line, and the construction of a new stairway on the same side of Fulton street at the said station, but in such a location that it would not obstruct the traffic in the street.

Upon application of the company dated January 5, 1914, for an extension of time within which to complete and open for use the new stairway directed by the order of December 19, 1913, the Commission, on February 10, 1914, issued an order (see blank form of extension order, page 379) granting the desired extension to February 11, 1914.

New York Consolidated Railroad Company—Construction of new station on Myrtle Avenue Elevated Line at Cumberland street and Myrtle avenue

Case No. 1781,
Rehearing Resolution
Opinion
Order after Rehearing
Extension Orders

This proceeding was begun upon the application of the Honorable A. L. Kline, Mayor of the City of New York, and others for an order of the Commission requiring the New York Consolidated Railroad Company to construct a new station on its Myrtle Avenue Elevated Line at Cumberland street and Myrtle avenue in the Borough of Brooklyn. Hearing was had on December 19, 1913. On December 31, 1913, the Commission issued an order requiring the company to construct a new station on its Myrtle Avenue Elevated Line at Cumberland street and Myrtle avenue, in the Borough of Brooklyn.

The New York Consolidated Railroad Company under date of February 9, 1914, having applied for a rehearing as to the matters determined by the order of December 31, 1913, the Commission, on February 20, 1914, adopted a resolution directing that a rehearing be had on March 13, 1914. Rehearing was had on March 13, 1914. On March 20, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 210), and issued the following order:

**IN THE MATTER
OF THE**

Hearing on the petition of HONORABLE A. L. KLINE, MAYOR OF THE CITY OF NEW YORK, AND OTHERS, for an order of the Commission requiring the NEW YORK CONSOLIDATED RAILROAD COMPANY to construct a new station on said company's Myrtle Avenue Elevated Line at Cumberland street and Myrtle avenue in the Borough of Brooklyn, City of New York.

Case No. 1781,
Order after Rehearing
March 20, 1914

An order having been made in the above entitled proceeding on December 31, 1913, directing the New York Consolidated Railroad Company to construct a new station on its Myrtle Avenue Elevated Line at Cumberland street and Myrtle avenue, in the Borough of Brooklyn, City of New York, and said company having applied for a rehearing in respect of the matters determined in said order, and a resolution having been adopted on February 20, 1914, granting said rehearing, and said rehearing having been held by and before the Commission on March 13, 1914, Commissioner Cram presiding, D. A. Marsh appearing for the New York Consolidated Railroad Company, Charles F. Murphy appearing for the petitioners for the construction of said station, Edward M. Deegan, Assistant Counsel, attending for the Commission, and testimony having been taken on said rehearing and due deliberation having been had, it is

Ordered, That said order of December 31, 1913, be and the same hereby is confirmed.

Applications dated October 2, 1914, and November 13, 1914, having been made by the New York Consolidated Railroad Company for extensions of time within which to comply with the terms of the order of December 31, 1913, the Commission on October 20, 1914, and December 8, 1914, issued orders (see blank form of extension order, page 379) granting the desired extensions of time to January 31, 1915, and March 31, 1915, respectively.

New York Consolidated Railroad Company — Service and facilities at stations on Centre Street Loop

Case No. 1884,
Hearing Resolution

This proceeding was begun upon motion of the Commission with respect to the regulations, practices, equipment, appliances or service of the New York Consolidated Railroad Company at the stations on the Centre Street Loop Line, in the Borough of Manhattan. The Commission on November 10, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on November 23, 1914. Hearings were had on November 23, and December 8 and 15, 1914, when the hearing was adjourned to January 15, 1915. No further action.

New York Consolidated Railroad Company — Stairway facilities at the Broadway Ferry station on the Broadway Elevated Line

Case No. 1877,
Hearing Resolution
Final Order
Extension Order
Denial Order

This proceeding was begun upon motion of the Commission on the question of stairway facilities at the Broadway Ferry Station on the Broadway elevated line of the New York Consolidated Railroad Company. The Commission on October 13, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on October 20, 1914. Hearing was had on October 20, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on motion of the COMMISSION on the question of stairway facilities at the Broadway Ferry Station on the Broadway Elevated Line of the NEW YORK CONSOLIDATED RAILROAD COMPANY.

Case No. 1877,
Order Directing Repair
and Opening of Additional Stairway
October 27, 1914

A hearing having been duly held on October 20, 1914, before Hon. Edward E. McCall, Chairman, Milo R. Maitble, J. Sergeant Cram, George V. S. Williams and Robert C. Wood, Commissioners, D. A. Marsh appearing for New York Consolidated Railroad Company, Arthur DuBois, Assistant Counsel, attending for the Commission, and the Commission being of the opinion that the convenience of the public would be served by the opening of an additional stairway from the mezzanine gallery of the Broadway Ferry station to the north side of Broadway,

Now, therefore, it is

Ordered, That New York Consolidated Railroad Company be and hereby is required to repair and put in safe and proper condition the stairway now constructed but not in use leading from the northeasterly end of the mezzanine gallery to the north side of Broadway and open same so that it may be used by those traveling on the Broadway elevated lines who may enter or leave the trains at the Broadway Ferry station.

Further ordered, That the work of repairing this stairway be completed and that the stairway be opened for public use not later than December 1, 1914, and thereafter be maintained.

Further ordered, That this order take effect at once and continue in force until further order of the Commission.

Further ordered, That within ten days after service of a certified copy of this order upon it New York Consolidated Railroad Company notify the Commission whether this order is accepted and will be obeyed.

Upon application of the company dated November 30, 1914, the Commission on December 8, 1914, issued an order (see blank form of extension order, page 379) extending to December 15, 1914, the company's time within which to complete the stairway, as directed by the order of October 27, 1914, and to put same in operation.

The company, under date of December 15, 1914, having made application for a rehearing in this matter, the Commission, on December 22, 1914, issued the following order:

CASE NO. 1877, ORDER DENYING APPLICATION FOR REHEARING

(December 22, 1914)

An order having been duly made in the above entitled matter on October 27, 1914, directing the New York Consolidated Railroad Company to repair and put in safe and proper condition the stairway now constructed but not in use leading from the northeasterly end of the mezzanine gallery to the north side of Broadway on the Broadway Elevated Lines, and to open the same for public use, and to complete the work and open the stairway not later than December 1, 1914; and, upon the application of the New York Consolidated Railroad Company, an order having been duly made herein on December 8, 1914, extending to December 15, 1914, the time within which to complete the work and open the said stairway; and an application in writing dated December 15, 1914, having been made by the New York Consolidated Railroad Company that this case be reopened and that a rehearing be granted therein, and sufficient reason not having been made to appear for the granting of the said last mentioned application; it is

Ordered, That the application of the New York Consolidated Railroad Company that this case be reopened and that a rehearing therein be granted, be, and the same hereby is, denied.

OTHER MATTERS RELATING TO ELECTRICAL CORPORATIONS

Electrical Corporations — Certification of meters

Case No. 1100,

Amendatory Resolutions

The Commission, on June 25, 1909, adopted certain specifications for electric current energy meters, and on the same date certified a list of meters as conforming to such specifications. Amendatory resolutions certifying additional types of meters were adopted on October 26 and December 17, 1909, January 7 and June 24, 1910, March 31, May 9 and November 8, 1911, April 26, May 10 and December 10, 1912, and April 22, 1913.

During 1914 the following resolutions were adopted:

IN THE MATTER OF Certifying types of electric current energy meters (watt hour meters).	Case No. 1100, Amendatory Resolution Certifying Types of Electric Current Energy Meters (Watt Hour Meters) January 16, 1914
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Whereas, By resolution adopted October 26, 1909, this Commission certified certain types of watt hour meters to conform to specifications adopted by the Public Service Commission for the First District on June 25, 1909; and

Whereas, Said resolution of October 26, 1909, has been amended by resolutions dated December 17, 1909, January 7, 1910, June 24, 1910, March 31, 1911, May 9, 1911, November 8, 1911, April 26, 1912, May 10, 1912, November 29, 1912, December 10, 1912, and April 22, 1913; and

Whereas, It is now desired to certify certain additional types of meters,

Now, therefore, it is

Resolved, That said resolution of October 26, 1909, as heretofore amended, be and the same hereby is further amended by inserting in the amendatory resolution of May 10, 1912,

- (1) under the general heading "Direct Current Watt Hour Meters" at page 2 of the printed amendatory resolution of May 10, 1912, the following:

"Class II

Sangamo Electric Company.....Type D5 2 wire
D5 2 wire — internal shunt "

- (2) under the general heading "Description of Watt Hour Meters, Direct Current — Class 2" at page 8 of said printed resolution, the following:
" Sangamo Electric Company.....Type D5 2 wire
D5 2 wire — internal shunt "

- (3) under the general heading "Individual Characteristics" at page 10 of said printed resolution, the following:
" Sangamo Electric Company.....Type D5 2 wire
Cuts Nos. 176 — 176A & 176B "

The principle of operation and adjustment is identical with that of the Type D-4. The mechanical construction differs considerably in the following details:

The shaft is a single spindle carrying the disk at the upper end and the armature at the lower end.

The disk is insulated from the shaft.

The bottom guide consists of a ring sapphire jewel.

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The register is removable by means of two levers which are raised to release and lowered to lock the register in place.

The levers are located on the register back.

They lock into a recess stud when lowered.

The thermo-couple is mounted as part of the polarity connecting plug.

The top bearing is supported from a cast metal frame mounted on top of the mercury chamber and permanent alignment is obtained with the lower bearing, as both are secured to a rigid support.

The entire element supported on a cast grid is removable from the case.

Base constructed so that two screws will secure meter to wall when in service.

The lower screw can be covered and sealed with the terminal chamber cover.

Self contained for 10 amperes capacity.

Type D5 Internal Shunt

Two wire.....Cuts Nos. 177 — 177A & 177B

Same as Type D5 except for internal shunt which increases the capacity up to and including 75 amperes."

CASE No. 1100, AMENDATORY RESOLUTION, CERTIFYING TYPES OF ELECTRIC CURRENT ENERGY METERS (WATT HOUR METERS)

(June 2, 1914)

Whereas, By resolution adopted October 26, 1909, this Commission certified certain types of watt hour meters as conforming to specifications adopted by the Public Service Commission for the First District on June 25, 1909; and

Whereas, Said resolution of October 26, 1909, has been amended by resolutions dated December 17, 1909, January 7, 1910, June 24, 1910, March 31, 1911, May 9, 1911, November 8, 1911, April 26, 1912, May 10, 1912, November 29, 1912, December 10, 1912, April 22, 1913, and January 16, 1914; and

Whereas, It is now desired to certify certain additional types of meters,

Now, therefore, It is

Resolved, That said resolution of October 26, 1909, as heretofore amended, be and the same hereby is further amended by inserting in the amendatory resolution of May 10, 1912,

- (1) under the general heading "Alternating Current Watt Hour Meters. A. Single Phase" at page 8 of the printed amendatory resolution of May 10, 1912, the following:

General Electric Company

Type I-14 — two wire

Type I-14 — three wire

- (2) under the general heading "Alternating Current Watt Hour Meters. A. Single Phase" at page 3 of said printed resolution, the following:

Fort Wayne Electric Company

Type K-5 — two wire

Type K-5 — three wire

- (3) under the general heading "II. Alternating Current Watt Hour Meters. A — Single Phase" at page 12 of said printed resolution, the following:

General Electric Company Type I-14

Two wire — Cuts Nos. 261 and 261a

Three wire — Cuts Nos. 262 and 262a

This meter differs from the Type I-10 throughout its entire construction. A circular pressed metal or glass cover is used and held in position by two brass studs projecting from the base. Wing nuts force the cover tight against the base and also receive the seals. The metal cover has a large semi-circular register window and a small disk window. The iron frame and semi-circular base are cast in one piece. This combination supports all parts of the meter and is so designed as to act as a magnetic shield between the retarding magnets and current coils.

The terminal chamber is located at the bottom of the meter. Two short retarding magnets are mounted at the front of the meter and are adjusted by means of a micrometer screw located below the poles of the retarding magnets. Both magnets are mounted on one cast brass shoe which is held in position by two screws passing through the supporting shelf.

A micrometer light load adjustment is located on the right hand side of the meter and has two locking screws for securing adjustments.

A four-dial kilo-watt hour register is used which engages with the shaft by means of a worm and worm-wheel, the radia gearing also contains a worm and worm-wheel. The register worm-wheel is adjusted to mesh with the worm by means of a cam screw and slide on the worm wheel support.

An aluminum disk mounted on an aluminum shaft acts as the moving element and is supported from a lower rigid sapphire jewel and pivot bearing and an upper bearing consisting of a flexible steel pin mounted in the shaft supported by a brass upper bearing which is held in position with the set screw.

There are two current coils mounted on a laminated iron yoke with the coils and poles below the disk. The potential coil is mounted on laminated iron yoke having three poles above the disk. The laminations for both current and potential coils are separate but rigidly held together on an iron frame. The power factor or lag coil is mounted on the current coil pole and may be fixed or adjustable. The current potential and lag coils and terminal box connection are accessible by removing the back base plate.

The testing loop connection is located in the terminal chamber.

This meter is certified for use in capacities up to and including 75 amperes at voltages not to exceed 300 volts.

- (4) Under the general heading "II Alternating Current Watt Hour Meters. A—Single Phase" at page 12 of said printed resolution, the following:

Fort Wayne Electric Company—Type K-5

Two wire—Cuts Nos. 405 and 405a

Three wire—Cuts Nos. 406 and 406a

This meter is the same in every detail, with the exception of the name plate, as the General Electric Company's type I-14 and is certified for use in capacities up to and including 75 amperes and voltages not exceeding 300 volts.

CASE NO. 1100, AMENDATORY RESOLUTION CERTIFYING TYPES OF ELECTRIC CURRENT ENERGY METERS (WATT HOUR METERS)

(August 21, 1914)

Whereas, By resolution adopted October 26, 1909, this Commission certified certain types of watt hour meters as conforming to specifications adopted by the Public Service Commission for the First District on June 25, 1909; and

Whereas, Said resolution of October 26, 1909, has been amended by resolutions dated December 17, 1909, January 7, 1910, June 24, 1910, March 31, 1911, May 9, 1911, November 8, 1911, April 26, 1912, May 10, 1912, November 29, 1912, December 10, 1912, April 22, 1913, January 16, 1914, and June 2, 1914; and

Whereas, It is now desired to certify certain additional types of meters;

Now, therefore, It is

Resolved, That the said resolution of October 26, 1909, as heretofore amended, be and the same hereby is further amended by inserting in the amendatory resolution of May 10, 1912:

(1) Under general heading "Alternating Current Watt-Hour Meters" after the words, "Type OA—three wire," on page 4 of the printed amendatory resolution, "Type OA—two wire prepayment."

(2) On page 12 of the printed amendatory resolution, after the words "Westinghouse E. & M. Co. Type OA 3 wire," the following: "Westinghouse E. & M. Co. Type OA—2 wire prepayment."

(3) On page 19, after the description of the Type OA meter, the following: "Westinghouse Elec. & Mfg. Co. Type OA Prepayment Two wire—Cuts No. 353, No. 353A, and No. 353B. Same as Type OA except for the addition of a self-contained mechanical prepayment device."

CASE NO. 1100, AMENDATORY RESOLUTION AS TO DESCRIPTION OF TYPE OA METER

(August 21, 1914)

Whereas, By resolution adopted October 26, 1909, this Commission certified certain types of watt hour meters as conforming to specifications adopted by the Public Service Commission for the First District on June 25, 1909; and

Whereas, Said resolution of October 26, 1909, has been amended by resolutions dated December 17, 1909, January 7, 1910, June 24, 1910, March 31, 1911, May 9, 1911, November 8, 1911, April 26, 1912, May 10, 1912, November 29, 1912, December 10, 1912, April 22, 1913, January 16, 1914, June 2, 1914, and August 21, 1914,

Whereas, It is now desired to add to the description of the Type OA meter on page 19 of the amendatory resolution of May 10, 1912;

Now, therefore, It is

Resolved, That the said resolution of October 26, 1909, as heretofore amended, be and the same hereby is further amended by inserting in the amendatory resolution of May 10, 1912, on page 19 as part of the description of the Type OA meter the following:

"The two and three wire meters of 80 to 150 amperes capacity involve modifications in design from the smaller capacities. The three wire meter current coils are mounted on a separate laminated yoke, which is supported from the meter base, the magnetic circuits thus formed are similar to those in the meters of small capacities.

"The two wire meter current coil supports an inverted U-shaped laminated yoke which produces a magnetic circuit different from that of the smaller capacities."

CASE NO. 1100, AMENDATORY RESOLUTION CERTIFYING TYPES OF ELECTRIC CURRENT ENERGY METERS (WATT HOUR METERS)

(October 20, 1914)

Whereas, By resolution adopted October 26, 1909, this Commission certified certain types of watt hour meters as conforming to specifications adopted by the Public Service Commission for the First District on June 25, 1909; and

Whereas, Said resolution of October 25, 1909, has been amended by resolutions dated December 17, 1909, January 7, 1910, June 24, 1910, March 31, 1911, May 9, 1911, November 8, 1911, April 26, 1912, May 10, 1912, November 29, 1912, December 10, 1912, April 22, 1913, January 16, 1914, June 2, 1914, and August 21, 1914; and

Whereas, It is now desired to certify certain additional types of meters;
 Now, therefore, it is
 Resolved, That the said resolution of October 26, 1909, as heretofore amended,
 be and the same hereby is further amended by inserting in the amendatory resolu-
 tion of May 10, 1912:

- (1) Under general heading "Alternating Current Watt-hour Meters" after the words "Type OA — two wire prepayment" on page 4 of the printed amendatory resolution, the following:
 Type OAc two wire
 Type OAc three wire.
- (2) On page 12 of the printed amendatory resolution, after the words "Westinghouse E. & M. Co. Type OA two-wire prepayment," the following:
 Westinghouse E. & M. Co. Type OAc two wire
 Westinghouse E. & M. Co. Type OAc three wire.
- (3) On page 19 of the printed amendatory resolution after the description of the Type OA prepayment meter, the following:
 Westinghouse Elec. & Mfg. Co. Type OAc
 Two wire — Cuts No. 355A and No. 355B
 Three wire — Cuts No. 356A and No. 356B.

Modification of Type OA in capacities of 40 amperes and less.
 Shield and mechanism raised up in base to allow greater accessibility to terminal chamber connections.
 Shield and mechanism held in base with two screws instead of three.
 Light load adjustment operated directly.
 Non-adjustable power factor clamps.
 Micrometer full load adjustment.
 One piece laminations used in magnet circuit instead of two.

Electrical Corporations — Regulations as to testing meters

Case No. 1524, Extension Orders Amendatory Order

This proceeding was begun upon motion of the Commission on the question of adopting regulations as to the maintenance of suitable apparatus and facilities for testing the accuracy of electric meters furnished for use on premises of consumers within the First District. Hearing was had on July 2, 1912. On July 12, 1912, the Commission rendered an opinion (see 3 P. S. C. R. [1st Dist. N. Y.], 340) and issued an order directing all electrical corporations within the First District to comply with regulations for testing watt-hour meters therein prescribed.

Upon application of the Queens Borough Gas and Electric Company, dated December 19, 1913, for an extension of time within which to comply with the provisions of paragraph "7" of the order of July 12, 1912, relating to the testing of alternating current meters, the Commission on January 6, 1914 (see blank form of extension order, page 379) granted the desired extension to September 1, 1914.

The Commission issued the following order:

IN THE MATTER OF THE

Hearing on the motion of the COMMISSION on the question of meter testing practice as to all ELECTRIC LIGHT CORPORATIONS furnishing meters on premises of consumers within the First District.

Case No. 1524,
 Order Amending Order
 Prescribing Regulations
 July 9, 1914

Whereas, The Public Service Commission for the First District by order of July 12, 1912, prescribed certain requirements and regulations for the testing of watt hour meters by all electrical corporations supplying electricity within the First District; and

Whereas, Said requirements and regulations provided among other things that all direct current meters upon consumers' premises should be periodically tested according to a schedule set forth in subdivision 3 of paragraph 1 of said order of July 12, 1912; and

Whereas, It is now desired to permit the length of the periods between tests of certain sizes of direct current meters to be extended,

Now, therefore, it is

Ordered, That subdivision 3 of paragraph 1 of said order of July 12, 1912, be amended so as to read as follows, to wit:

"(3) That all direct current meters installed upon consumers' premises shall be periodically tested according to the following schedule:

Meters up to and including fifteen (15) amperes rated capacity shall be tested at least once in every twenty-four (24) months.

Meters exceeding fifteen (15) amperes up to and including seventy-five (75) amperes rated capacity shall be tested at least once in every eighteen (18) months.

Meters exceeding seventy-five (75) amperes up to and including four hundred fifty (450) amperes rated capacity shall be tested at least once in every twelve (12) months.

Meters exceeding four hundred fifty (450) amperes rated capacity shall be tested at least once every six (6) months."

Further ordered, That this order take effect immediately and continue in force until modified or abrogated by further order of the Commission.

Upon application of the Richmond Light and Railroad Company, dated May 20, 1914, for an extension of time within which to comply with the provisions of Subdivisions "7" and "8" of paragraph "I" of the order of July 12, 1912, relating to the testing of certain alternating current meters, the Commission on July 23, 1914 (see blank form of extension order, page 379) granted the desired extension to September 30, 1914.

Electrical Corporations—Certification of attachment to types of electric current energy meters and form of report on testing same

Case No. 1451, Resolution Denying Request Approval Resolution Extension Resolution

The Commission on January 12, 1912, issued an order certifying an attachment to types of electric current energy meters and provided a form for reporting the testing of the same. On April 26, 1912, the Commission issued an order amending the order adopted January 12, 1912, so as to add certain types of meters to those included in the order of January 12, 1912. The Commission on January 21, February 21, May 16, July 15, September 30, and November 7 and 14, 1913, adopted resolutions certifying certain attachments for use in connection with certain types of meters. On July 22, 1913, the Commission adopted a resolution rescinding the resolution of February 21, 1913, which approved the use of a type of specified contactor, printometer and contact making clock. On August 19, 1913, the Commission adopted one resolution certifying a certain attachment for use in connection with a certain type of meter, and another resolution rescinding the resolution of May 16, 1913, which approved the use of a maxicator and contact making clock.

On January 23, 1914, the Commission adopted the following resolution:

IN THE MATTER
OF
Certifying an attachment to type of electric current
energy meters.

Case No. 1451,
Resolution Denying Request for Further Extension of Approval
January 23, 1914

Whereas, The Commission on January 21, 1913, and on August 19, 1913, adopted resolutions in this proceeding approving for use until January 21, 1914, as an attachment to certain types of meters a certain maxicator and a certain contact making motor made by Chicago Electric Meter Company; and

Whereas, The Edison Electric Illuminating Company of Brooklyn through its Vice-President, W. F. Wells, Esquire, has requested in a letter addressed to the Commission dated December 30, 1913, that such approval be further extended; and

Whereas, The Electrical Engineer to the Commission has recommended that no further extension of approval of said maxicator and contact making motor be granted;

Now, therefore, it is

Resolved, That the request of the Edison Electric Illuminating Company of Brooklyn through its Vice-President, W. F. Wells, Esquire, in letter addressed to the Commission dated December 30, 1913, asking for a further extension of approval of the Chicago Electric Meter Company's maxicator, Type G, and contact making motor, Type II, be and hereby is denied.

On February 17, 1914, the Commission adopted the following resolution:

CASE NO. 1451, RESOLUTION (February 17, 1914)

Whereas, It is desired to certify a certain combination of devices for use in connection with certain types of meters,

Now, therefore, it is

Resolved, That the following combination of devices is approved for use to and including January 1, 1915, as attachments to certain types of motors specified in Section II of this resolution:

Chicago Electric Meter Company,
Maxicator, Type G Cuts No. 1005 and No. 1005-A
Contactor, " M Cuts No. 1004 and No. 1004-A
Section II

These attachments may be used in the combination as approved with the following types of watt-hour meters:

General Electric Co.
Alternating Current.
Single Phase
Type I.....2 wire
I.....3 wire
Polyphase
Type D 3.....2 phase
D 3.....3 phase
Section III.

The company shall keep at its office a record of each inspection made of a Maxicator and Contactor. This record shall be open to inspection by the Commission's Chief Inspector of Electric Meters or his representative, and shall show the date of inspection, errors, defects and failures found, and the number of the meter, Maxicator and Contactor.

Further resolved, That this resolution shall take effect immediately and continue in force until January 1, 1915, unless sooner amended or abrogated by the Commission.

On June 16, 1914, the Commission adopted the following resolution:

CASE NO. 1451, RESOLUTION EXTENDING RESOLUTION OF JULY 15, 1913, AS AMENDED, TO JULY 1, 1915

(June 16, 1914)

Whereas, The Commission on the 15th day of July, 1913, adopted a resolution in the above matter certifying a certain combination of devices for use in connection with certain types of meters, which resolution was duly amended by resolutions adopted by the Commission on the 30th day of September and the 7th day of November, 1913; and

Whereas, The approval of the Commission set forth in the resolution of July 15, 1913, as amended, expires July 15, 1914, and it is now desired to further extend said approval:

Now, therefore, it is

Resolved, That the approval of the Commission set forth in the said resolution of July 15, 1913, as amended, be and hereby is extended until July 1, 1915, unless sooner abrogated by the Commission.

New York Edison Company — Complaint of C. Perceval, Incorporated, as to refusal to furnish electric service connection

Case No. 1729,
Dismissal Order
Opinion
Order Denying Rehearing
Order for Writ and Writ of Certiorari
Resolution Approving Execution of Return to Writ of Certiorari
Resolution for Further Hearing
Order Denying Rehearing
Order after Further Hearing
Opinion
Order Denying Rehearing

This proceeding was begun upon the complaint of C. Perceval, Incorporated, against the New York Edison Company, as to the latter's refusal to furnish electric service connection because the complainant declined to sign an application for the exclusive service of the defendant over the same equipment. Hearing was had on September 16, 1913. Thereupon the Commission issued the following order:

IN THE MATTER OF THE COMPLAINT

OF

C. PERCEVAL, INC.

against

THE NEW YORK EDISON COMPANY.

Case No. 1729,
Order Dismissing
Complaint
February 27, 1914

A hearing having been duly had in this case upon the complaint of C. Perceval, Inc., dated August 25, 1913, against The New York Edison Company before Hon.

Milo R. Maltbie, Commissioner, on September 16, 1913, Nelson S. Spencer appearing as counsel for said C. Perceval, Inc., and Henry J. Hemmens appearing as counsel for said The New York Edison Company, it is

Ordered, That said complaint be and the same hereby is dismissed.

On March 3, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 192).

Application in writing dated March 16, 1914, having been made by the complainant, C. Perceval, Incorporated, for a rehearing as to the order of February 27, 1914, and no sufficient reason having been made to appear, the Commission issued the following order denying such application:

CASE No. 1729, ORDER DENYING APPLICATION

(March 20, 1914)

An order having been made in this case on February 27, 1914, dismissing the complaint and an application for a rehearing in respect of the matters determined therein having been made by the complainant, C. Perceval, Inc., by its petition dated March 16, 1914, and no sufficient reason for a rehearing having been made to appear, it is

Ordered, That said application for a rehearing be and the same hereby is denied.

An order for a writ and a writ of certiorari granted by Honorable Alfred R. Page, a Justice of the Supreme Court, New York county, on April 4, 1914, in the matter of People *ex rel.* C. Perceval, Inc., against the Public Service Commission for the First District *et al.* and the New York Edison Company to review the determination of the Commission, were presented to the Commission at its meeting on April 7, 1914, and were referred to the Counsel to the Commission. On May 1, 1914, the Commission adopted a resolution confirming the action of Commissioners McCall, Cram and Williams and the Secretary of the Commission in executing a return to the writ of certiorari.

On July 10, 1914, an order was made by the Appellate Division of the Supreme Court for the First Department reversing determinations of the Commission and remitting the matter to the Commission to make such further order as might be proper in the premises. On September 22, 1914, the Commission adopted a resolution directing (see blank form of hearing resolution, page 381) that a further hearing be had on October 1, 1914. Hearings were had on October 1, 9 and 16, 1914.

Thereupon the Commission issued the following order:

CASE No. 1729, ORDER AFTER FURTHER HEARING UNDER ORDER OF APPELLATE DIVISION

(November 6, 1914)

The order of the Commission, adopted February 27, 1914, dismissing the complaint in this proceeding and the order of the Commission, adopted on March 20, 1914, denying the application for a rehearing having been reviewed under a writ of certiorari by the Appellate Division of the Supreme Court for the First Department, and a decision having been rendered and an order made by that court, bearing date July 10, 1914, wherein and whereby said orders or determinations of the Commission were reversed and annulled and the matter remitted to the Commission to make such further order as may be proper in the premises, and a further hearing having been had on October 1, 1914, and subsequent days, Nelson S. Spencer appearing as counsel for C. Perceval, Inc., and Henry J. Hemmens appearing as counsel for The New York Edison Company, Henry H. Whitman, Assistant Counsel to the Commission, attending, and the Commission being of opinion after said further hearing that under said decision and said order of said Appellate Division all the provisions or requirements for exclusive service contained in the rate schedules, contracts or riders of said company are illegal, to wit: The following provision or requirement contained in the standard contract form of said company: "nor other electric service introduced or permitted in connection with the equipment, without the previous written consent of The New York Edison Company"; the following provision or requirement contained in the tunnel construction rate of said company: "In consideration of the exclusive use of the service provided under this contract"; the following provision or requirement contained in the aqueduct, tunnel or subway construction rate of said company: "with the understanding that the customer and all sub-contractors entering upon and engaging in any part of the work under the jurisdiction of the customer, shall use electric current from the mains of the Company as the source of energy for all lighting and power purposes in connection with the construction of the works herein specified"; and the following provision or requirement contained in the high tension, high load factor, submarine tunnel construction rate of said company: "with the understanding that the customer and all sub-contractors entering upon and engaging in any part of the work hereinafter described which is under the jurisdiction

of the customer, shall use electric current from the mains of the company as the source of energy for all lighting and power required for the construction of tunnels"; it is

Ordered, That said The New York Edison Company be and it hereby is directed to forthwith cancel said provisions or requirements and to issue, post and put into effect a schedule or supplement accordingly; and it is further

Ordered, That this order shall take effect November 8, 1914, and that within five days after service thereof said company notify the Commission whether the terms of this order are accepted and will be obeyed.

The Commission issued the following order:

CASE NO. 1728, ORDER DENYING APPLICATION

(November 6, 1914)

The order of the Commission, adopted February 27, 1914, dismissing the complaint in this proceeding and the order of the Commission, adopted on March 20, 1914, denying the application for a rehearing having been reviewed under a writ of certiorari by the Appellate Division of the Supreme Court for the First Department, and a decision having been rendered and an order made by that court, bearing date July 10, 1914, wherein and whereby said orders or determinations of the Commission were reversed and annulled and the matter remitted to the Commission to make such further order as may be proper in the premises, and a further hearing having been had on October 1, 1914, and subsequent days, Nelson S. Spencer appearing as counsel for C. Perceval, Inc., and Henry J. Hemmens appearing as counsel for The New York Edison Company, Henry H. Whitman, Assistant Counsel to the Commission, attending, and said further hearing having been closed, and thereafter said The New York Edison Company, by its petition dated October 30, 1914, having made application that the said proceeding be reopened for the purpose of permitting it to introduce testimony in regard to the costs of breakdown service and other service, it is

Ordered, That said application be and the same hereby is denied.

On November 13, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 313).

The Commission issued the following order:

CASE NO. 1729, ORDER DENYING APPLICATION FOR REHEARING

(December 1, 1914)

An order having been made in this proceeding on November 6, 1914, directing The New York Edison Company to cancel all the provisions or requirements for exclusive service contained in the rate schedules, contracts or riders of said company, and an application for a rehearing in respect of the matters determined therein having been made by said company by its petition verified November 14, 1914, it is

Ordered, That said application for a rehearing be and the same hereby is denied.

New York Edison Company—Complaint of Sharp and Company as to installation of prepayment meters

Case No. 1775

This proceeding was begun upon the complaint of Sharp and Company against the New York Edison Company as to the refusal of the latter to install quarter prepayment meters in an apartment building. Hearing was had on January 12, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE COMPLAINT OF
SHARP AND COMPANY

against

THE NEW YORK EDISON COMPANY.

Case No. 1775,
Order Dismissing
Complaint
January 28, 1914

A hearing on the complaint of Sharp and Company against The New York Edison Company for its refusal to install quarter prepayment meters having been had by and before the Commission on January 12, 1914, Commissioner Maltbie presiding, J. W. Lieb appearing for the New York Edison Company, and no one appearing for the complainants; and the Commission being of the opinion that the complaint should be dismissed because of the failure of the complainants to appear and testify regarding the subject matter of their complaint, it is

Ordered, That the complaint of Sharp and Company against The New York Edison Company be and the same hereby is dismissed.

Richmond Light and Railroad Company — Improvements in and additions to electric plant

Case No. 1755,
 Opinion
 Discontinuance Order
 Further Hearing Resolution
 Final Order
 Extension Orders

This proceeding was begun upon motion of the Commission on the question of improvements in and additions to the works and property of the Richmond Light and Railroad Company in respect to its electric plant. Hearings were had on October 31, 1913, and on subsequent dates to January 19, 1914. On January 23, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 15).

Thereupon the Commission issued the following order:

IN THE MATTER**OF THE**

Hearing on the motion of the COMMISSION on the question of improvements in and additions to the works and property of the RICHMOND LIGHT AND RAILROAD COMPANY in respect to its electric plant.

Case No. 1755,
 Discontinuance Order
 January 23, 1914

A hearing having been duly had in the above entitled matter before the Commission on October 31, November 24, December 22, 1913, and January 19, 1914, Commissioner Eustis presiding, Joline, Larkin and Rathbone, by Adrian H. Larkin of counsel, appearing for the Richmond Light and Railroad Company and Edward M. Deegan, Assistant Counsel, attending for the Commission, and it appearing that during the pendency of this proceeding the company has made improvements and changes, satisfactory to the Commission, to its electric plant at Livingston in the Borough of Richmond, and that said company has agreed to enlarge and practically reconstruct said plant in accordance with plans to be approved by the Commission, or to make arrangements for a breakdown service satisfactory to the Commission so that there shall be an independent supply or source of power available in case of accident, and the Commission being of the opinion that this proceeding should be discontinued, it is

Ordered, That the above entitled proceeding be and hereby is discontinued without prejudice to the reopening of the same at any time or times before the Commission and further proceedings therein or to the making of any order or orders in another proceeding in respect to the subject matter of this proceeding.

The Commission on March 20, 1914, directed (see blank form of hearing resolution, page 381) that a further hearing be had on March 27, 1914. Further hearings were had on March 27, and on subsequent dates to October 9, 1914.

Thereupon the Commission issued the following order:

CASE NO. 1755, FINAL ORDER

(November 13, 1914)

A hearing having been duly had by and before the Commission in the above entitled proceeding on October 31, 1913, and certain other dates to and including October 9, 1914, Joline, Larkin & Rathbone by Adrian H. Larkin and Lewis H. Freedman of Counsel, appearing for the Richmond Light and Railroad Company, and Edward M. Deegan, Assistant to the Counsel to the Commission, attending, and the Commission being of the opinion that the electric plant of the Richmond Light and Railroad Company at Livingston in the Borough of Richmond, City of New York, is inefficient and inadequate and should be reconstructed and rehabilitated by additions, changes and improvements in and to said plant in the respects hereinafter mentioned,

Now, therefore, it is

Ordered,

(1) That the Richmond Light and Railroad Company be and hereby is directed and required to install and have ready for operation on or before March 15, 1915, in its electric plant at Livingston in the Borough of Richmond, and to use, maintain and operate after that date when necessary to give continuous service, additional boilers having a total capacity of at least eighteen hundred horse-power (1,800 h.p.) together with piping, valves, smoke connections and other necessary appurtenances; said boiler capacity to be in addition to the capacity of the six (6) B. & W. boilers now in service in said plant.

(2) That said company be and hereby is directed and required to so equip on or before May 1, 1915, one of the boilers in said plant that in case of emergency such boiler may be readily hand-fired.

(3) That said company be and hereby is directed and required to install and have ready for operation on or before March 15, 1915, in said plant, and to use, maintain and operate after that date when necessary to give continuous service,

one (1) auxiliary smoke stack together with smoke connections, dampers and other necessary appurtenances; said stack to be of sufficient capacity to carry the full peak load of said plant.

(4) That said company be and hereby is directed and required to install and have ready for operation on or before May 1, 1915, in said plant, and to use, maintain and operate after that date when necessary to give continuous service, electrical generating apparatus of at least six thousand kilowatts (6,000 k.w.) capacity when operating at eighty per cent (80%) power factor, said apparatus to include electrical generator or generators with prime movers, auxiliaries, pumps, piping, valves and other necessary appurtenances.

(5) That said company be and hereby is directed and required to submit to the Commission for its approval on or before December 15, 1914, complete drawings and specifications for the reconstruction and rehabilitation of said plant as specified in Sections 1, 2, 3 and 4 of this order including a comprehensive and detailed schedule showing the approximate quantities of materials and apparatus and the approximate periods of time necessary for such reconstruction and rehabilitation.

(6) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

(7) That said company notify the Public Service Commission for the First District within ten days after service of this order upon it whether the terms of this order are accepted and will be obeyed.

Upon applications of the company, dated November 23, 1914, and December 15, 1914, for extensions of time within which to notify the Commission whether the terms of the order of November 13, 1914, were accepted and would be obeyed, the Commission on November 24 and December 16, 1914, issued orders (see blank form of extension order, page 379) granting such extensions to December 7, 1914, and January 2, 1915, respectively.

New York Edison Company — Complaint of Frankel Brothers as to regulations for breakdown or auxiliary service

Case No. 1661, Resolution Authorizing Discontinuance of Certiorari Proceeding

This proceeding was begun upon the complaint of Frankel Brothers against the New York Edison Company in regard to the company's regulations as to breakdown or auxiliary service. Hearings were had on April 7 and on subsequent dates to April 21, 1913. On May 27, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 274) and issued an order dismissing the complaint. The complainant under date of June 14, 1913, having made application for a rehearing with respect to the order of May 27, 1913, the Commission on June 27, 1913, issued an order denying such application. The complainant on July 16, 1913, obtained a writ of certiorari from the Supreme Court of New York county to review the orders of the Commission adopted May 27, 1913, and June 27, 1913, which writ on July 22, 1913, was referred to the Counsel to the Commission. The complainant having requested consent to the discontinuance of the certiorari proceeding, the Commission on April 17, 1914, adopted a resolution authorizing its Counsel to consent to discontinuance of the proceeding.

Richmond Light and Railroad Company — Distribution system for light, heat or power

Case No. 1895, Hearing Resolution

This proceeding was begun upon motion of the Commission concerning the acts, regulations, works and property of the Richmond Light and Railroad Company in respect to its distribution system for light, heat or power. The Commission on December 11, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on December 18, 1914. Hearing was had on December 18, 1914, and adjourned to January 8, 1915.

OTHER MATTERS RELATING TO GAS CORPORATIONS

**Central Union Gas Company—Complaint of Ostro Construction Company
as to the supply of gas ranges**

Case No. 1804,
Hearing Resolution
Discontinuance Order

This proceeding was begun on complaint of the Ostro Construction Company with respect to the supply of gas ranges by the Central Union Gas Company. The Commission on March 3, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on March 11, 1914. Hearings were had on March 11 and 18, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE COMPLAINT

OF

OSTRO CONSTRUCTION COMPANY

against

CENTRAL UNION GAS COMPANY.

Case No. 1804,
Order Discontinuing
Proceeding
April 3, 1914

A hearing having been duly had in this case upon the complaint of Ostro Construction Company against Central Union Gas Company with relation to gas ranges before Hon. Milo R. Maltbie, Commissioner, on March 11 and 18, 1914, Leo E. Ostro appearing for the Ostro Construction Company, and John A. Garver and E. F. W. Ruther appearing as counsel for the Central Union Gas Company, and Henry H. Whitman, Assistant Counsel for the Commission, attending, and the charges contained in said complaint having been satisfied, it is

Ordered, That the above entitled proceeding be and the same hereby is discontinued.

Gas Corporations—Regulations and practices as to consumers' deposits

Case No. 1806,
Hearing Resolution

This proceeding was begun upon motion of the Commission as to the regulations and practices of gas corporations respecting consumers' deposits. The Commission on March 17, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on March 27, 1914. The hearing had on March 27, 1914, was closed.

Gas Corporations in Borough of Queens—Gas pressure regulations

Case No. 1579,
Order Permitting Temporary Discontinu-
ance of Gauge

This proceeding was begun upon motion of the Commission on the question of minimum and maximum gas pressure regulations to be prescribed as to all gas companies furnishing gas for consumption in the Borough of Queens similar to those contained in an order issued by the Commission in Case No. 1480 on June 21, 1912, prescribing gas pressure regulations for the Borough of Manhattan. Hearings were had during 1912 and 1913. On January 24, 1913, the Commission rendered an opinion (see 3 P. S. C. R. [1st Dist. N. Y.], 19) and issued an order prescribing regulations for gas pressure in the Borough of Queens and requiring, among other things, the installation of recording pressure gauges. On March 18, April 29, June 6, and August 19, 1913, the Commission adopted resolutions approving certain pressure gauge locations and certain types of recording pressure gauges to be used. On December 23, 1913, the Commission adopted a resolution authorizing the Queens Borough Gas and Electric Company to discontinue to May 1, 1914, the use of its recording pressure gauge located at Newport and Dennison avenues, Belle Harbor.

The Commission issued the following order:

IN THE MATTER
OF THE
Hearing on the motion of the Commission on the
question of gas pressure regulations to be prescribed
as to all Gas Companies furnishing gas for con-
sumption in the Borough of Queens.

Case No. 1579,
Order Permitting Temporarily Discontinuance of
Gauge
Queens Borough Gas and
Electric Company
November 8, 1914

An order having been duly made in the above entitled matter on January 24, 1913, directing, among other things, that every corporation supplying gas for light, heat, or power in the Borough of Queens, City of New York, shall provide, install and maintain a recording pressure gauge of a type approved by the Commission at each location named and described in a list of gauge locations which shall have been submitted to the Commission and by the Commission approved, and a Resolution having been duly adopted in the above entitled matter on April 29, 1913, approving a list of gauge locations submitted by the Queens Borough Gas and Electric Company pursuant to such direction; and the Queens Borough Gas and Electric Company having by communication dated October 28, 1914, asked for permission temporarily to discontinue, during the winter months, the use of the recording pressure gauge at Newport and Dennison avenues, Belle Harbor, and sufficient reason appearing for the granting of said application, it is

Ordered, That the Queens Borough Gas and Electric Company be and hereby is permitted to discontinue the use of the recording pressure gauge located at Newport and Dennison avenues, Belle Harbor, Pole No. 31, Queens Borough Gas and Electric Company, southeast corner, from November 1, 1914, to May 1, 1915;

Further ordered, That this Order shall take effect immediately and shall continue in force until May 1, 1915.

New York and Queens Gas Company — Extension of gas mains to Douglaston and Little Neck, Borough of Queens

Case No. 1856,
Hearing Resolution

This proceeding was begun upon motion of the Commission on the question of the extension of the gas mains of the New York and Queens Gas Company to such extent as might be necessary to serve residents of Douglaston and Little Neck, in the Borough of Queens. The Commission on July 23, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on July 29, 1914. Hearings were had on July 29, 1914, and on subsequent dates to September 9, 1914. At the meeting of the Commission on November 10, 1914, Commissioner Maltbie presented an opinion to the effect that the company be required to extend its gas distribution system to the Douglaston territory. The opinion was considered at meetings of the Commission on November 16 and 24, 1914, and on December 1, 1914, the Commission directed that final action be deferred until a canvass had been made of the territory covered by the proposed extension of the company's distribution system to ascertain the attitude of the residents of the territory in respect to becoming customers of the gas service.

Northern Union Gas Company and Central Union Gas Company — Replacement of prepayment gas meters with gas meters of standard type

Case No. 1875,
Hearing Resolution
Opinion
Resolution Directing Commencement of
Action to Stop Violation of Law

This proceeding was begun upon motion of the Commission on the question as to whether the alleged charges made by the Northern Union Gas Company and the Central Union Gas Company for replacing prepayment gas meters with gas meters of the standard type are unjust and unreasonable or in violation of any provision of law. The Commission on September 29, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on October 9, 1914. Hearing was had on October 9, 1914, and closed. On October 30, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 289) to

the effect that a consumer of gas had a right to require the replacement of a prepayment meter installed in the premises occupied by that consumer with a meter of the standard type without any charge therefor. A copy of this opinion was transmitted to the companies and they were requested to advise the Commission if they would proceed in accordance therewith. The companies having notified the Commission of their objection to an order by the Commission in accordance with the opinion of October 30, 1914, the Commission on December 31, 1914, adopted the following resolution:

Whereas, Northern Union Gas Company has refused and still refuses to furnish a black meter, except upon payment of a charge therefor, to an occupant of premises supplied by it with gas in which said premises it has already installed, at the request of the owner or a former occupant, a prepayment meter, which refusal is in violation of Article VII of the Transportation Corporations Law,

Resolved, That the Counsel to the Commission be and he hereby is directed to commence an action or proceeding in the Supreme Court of the State of New York in the name of the Commission for the purpose of having said violation of law stopped and prevented either by mandamus or injunction.

Northern Union Gas Company, Central Union Gas Company and Westchester Lighting Company — Supply of gas for buildings or premises within 100 feet of main

Case No. 1819,
Hearing Resolution
Opinion
Discontinuance Order

This proceeding was begun upon motion of the Commission to determine whether the service, instrumentalities and facilities furnished and provided by and the acts and regulations of the Northern Union Gas Company, the Central Union Gas Company and the Westchester Lighting Company, or any of them, are inadequate, unjust, unreasonable or in anywise in violation of the law, and particularly to determine whether any of said companies is refusing to supply gas to the owner or occupant of any building or premises within one hundred feet of any main laid down by such company. The Commission on May 7, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on May 13, 1914. Hearings were had on May 13, 1914, and on subsequent dates to June 17, 1914. On June 23, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 259).

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION to determine whether the service, instrumentalities and facilities furnished and provided by and the acts and regulations of the NORTHERN UNION GAS COMPANY, CENTRAL UNION GAS COMPANY and WESTCHESTER LIGHTING COMPANY, or any of them, are inadequate, unjust, unreasonable or in anywise in violation of law and particularly to determine whether any of said companies is refusing to supply gas to the owner or occupant of any building or premises within one hundred feet of any main laid down by said company.

Case No. 1819,
Order of Discontinuance
June 23, 1914

A hearing having been had in this proceeding beginning on May 13, 1914, E. F. W. Ruth appearing as counsel for Northern Union Gas Company, Central Union Gas Company and Westchester Lighting Company; Forrest C. Hirleman appearing as counsel for Joseph Gruber; William J. Cook appearing for Stoller & Cook Company; Ehrich Peterson appearing in person; Vincent Victory, Assistant Corporation Counsel, appearing, and Henry H. Whitman, Assistant Counsel to the Commission, attending, and the Commission having rendered and filed its opinion that this proceeding should be discontinued, without prejudice, however, to being reopened if future occasion should arise therefor, it is

Ordered, That this proceeding be and the same hereby is discontinued, without prejudice, however, to being reopened if future occasion should arise therefor.

Woodhaven Gas Light Company — Extension of gas mains in Aqueduct, Howard Estates and Ramblersville, Borough of Queens**Case No. 1737,
Opinion
Discontinuance Order**

This proceeding was begun upon motion of the Commission on the question of the extension of the gas mains of the Woodhaven Gas Light Company to such extent as might be necessary to serve residents of Aqueduct, Howard Estates and Ramblersville, in the Borough of Queens. Hearings were had on October 6 and on subsequent dates to November 17, 1913. On February 3, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 50).

Thereupon the Commission issued the following order:

**IN THE MATTER
OF THE**

Hearing on motion of the COMMISSION on the question of the extension of the gas mains of THE WOODHAVEN GAS LIGHT COMPANY to such extent as may be necessary to serve residents of Aqueduct, Howard Estates and Ramblersville in the Borough of Queens, City of New York.

**Case No. 1737,
Order of Discontinuance
February 3, 1914**

A hearing having been duly had herein on October 6, October 16, October 24, October 31, November 7 and November 17, 1913, before Honorable Milo R. Maltbie, Commissioner, J. J. Kuhn, appearing for Woodhaven Gas Light Company, Joseph P. Day appearing for Howard Estates, William Miles appearing for M. J. Dady, Joseph F. Garcia appearing for certain citizens of Aqueduct, J. C. McCall appearing for the people of Ramblersville, A. E. Cole appearing for Joseph Fallert, a property owner, and several other property owners appearing in person, Arthur DuBols, Assistant Counsel, attending for the Commission, and the Commission being of the opinion after said hearings that the conditions do not warrant the making of an order directing the Woodhaven Gas Light Company to extend its mains to Aqueduct, Howard Estates or Ramblersville at the present time,

Now, therefore, it is

Ordered, That this proceeding be and the same hereby is discontinued.

OTHER MATTERS RELATING TO STEAM CORPORATIONS**New York Steam Company — Improvements in methods and property****Case No. 1768,
Opinion
Final Order
Extension Order
Rehearing Resolution
Opinion
Order after Rehearing**

This proceeding was begun upon motion of the Commission on the question of improvements in the methods employed by the New York Steam Company in manufacturing, distributing and supplying steam for heat or power, and the property, equipment or appliances used in connection therewith. Hearings were had on December 3, 1913, and on subsequent dates to May 15, 1914. On July 23, 1914, the Commission rendered an opinion (see 7 P. S. C. R. [1st Dist. N. Y.], 261).

Thereupon the Commission issued the following order:

**IN THE MATTER
OF THE**

Hearing on the motion of the COMMISSION on the question of improvements in the methods employed by the NEW YORK STEAM COMPANY in manufacturing, distributing and supplying steam for heat or power and the property, equipment or appliances used in connection therewith.

**Case No. 1768,
Order
July 23, 1914**

A hearing having been had in the above entitled proceeding beginning on December 3, 1913, before Hon. John E. Eustis, late Commissioner, and continued

before Hon. Milo R. Maitble, Commissioner, G. C. St. John, the president, and Charles C. Upham, the vice-president of the New York Steam Company appearing for said company and Henry H. Whitman, Assistant Counsel for the Commission attending, and the Commission being of opinion that certain of the steam mains of said company are unsafe and inadequate, it is

Ordered, That the New York Steam Company be and it hereby is directed to remove and replace its fifty-eight thousand nine hundred and eighty-six (58,986) feet of steam mains of the brick trench type with mains of the modern tile construction shown on Exhibit 2, in evidence herein, or by some other type of construction, equally good, to be approved by the Commission, within five years, at the rate of not less than twelve thousand (12,000) feet in each year, beginning September 1, 1914; and it is

Ordered, That this order shall take effect forthwith and shall continue in force until changed or abrogated; and it is further

Ordered, That on or before August 1, 1914, said New York Steam Company notify the Commission whether this order is accepted and will be obeyed.

Application in writing dated July 27, 1914, having been made by the company for an extension of time within which to notify the Commission, whether the terms of the order of July 23, 1914, were accepted and would be obeyed, the Commission on July 30, 1914, issued an order (see blank form of extension order, page 379) granting the desired extension to September 11, 1914.

A petition verified September 9, 1914, having been presented for a rehearing in respect to the requirements of the order of July 23, 1914, the Commission on September 22, 1914, directed (see blank form of rehearing resolution, page 382) that a rehearing be had on September 28, 1914. Rehearings were had on September 28 and on subsequent dates to November 11, 1914.

On December 31, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 351) and issued the following order:

CASE No. 1763, ORDER AFTER REHEARING
(December 31, 1914)

An order having been made herein on July 23, 1914, and The New York Steam Company having presented its petition, verified September 9, 1914, praying that a rehearing be had in respect of the directions contained in said order as to the amount of work to be done, the time in which it should be done and the rapidity of execution, and said rehearing having been had beginning on September 28, 1914, before Honorable Milo R. Maitble, Commissioner, and continued before Honorable George V. S. Williams, Commissioner, Carl R. Miner appearing as counsel for said company, and Henry H. Whitman, Assistant Counsel to the Commission, attending, it is

Ordered, That said The New York Steam Company be and it hereby is directed to remove and replace its steam mains of the brick trench type with mains of the modern tile construction shown on Exhibit 2, in evidence herein, or by some other type of construction equally good to be approved by the Commission, within five years at the rate of not less than ten thousand (10,000) feet in each year, beginning January 1, 1915, and that said order of July 23, 1914, be and the same is hereby abrogated; and it is further

Ordered, That this order shall take effect forthwith and shall continue in force until changed or abrogated, and that on or before January 15, 1915, said The New York Steam Company notify the Commission whether this order is accepted and will be obeyed.

TRACKS AND SWITCHES

Jay Street Connecting Railroad — Complaint of E. W. Bliss Company as to refusal to construct entire franchise route and to furnish service thereon

Case No. 1599,
Order Denying Application for Rehearing

This proceeding was begun upon the complaint of the E. W. Bliss Company against the Jay Street Connecting Railroad for failure to furnish service. The Commission on December 10, 1912, adopted an order for satisfaction or answer by the company of the complaint. The company made answer under date of December 20, 1912. Hearings were had on January 10, 1912, and on subsequent dates to March 5, 1913. Further hearing was had on March 14, 1913. On May 13, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 213) and issued an order directing the railroad company to proceed to exercise its franchise by constructing a certain branch to the western terminus and another certain branch to the southern terminus of its railroad. The company

having under date of May 16, 1913, made application for a rehearing as to the matters determined in the order of May 13, 1913, the Commission, on May 20, 1913, issued an order denying such application. On May 29, 1913, the company obtained a writ of certiorari from the Supreme Court of Kings County to review the Commission's order of May 13, 1913, which writ was referred to the Counsel to the Commission. On October 24, 1913, the Commission adopted a resolution authorizing the Chairman and Secretary to execute a return to the aforesaid writ. On March 20, 1914, the Appellate Division of the Supreme Court for the First Department rendered a decision affirming the determination of the Commission.

The company under date of February 16, 1914, having made a further application for a rehearing with respect to the order of May 13, 1913, the Commission on February 24, 1914, issued the following order:

E. W. BLISS COMPANY	Complainant
<i>against</i>	
THE JAY STREET CONNECTING RAILROAD	
	Defendant

Case No. 1599,
Order Denying Second Ap-
plication for Rehearing
February 24, 1914

The Jay Street Connecting Railroad having made application to this Commission by petition dated and verified February 16, 1914, for a rehearing in respect of the matters determined in and by an order of this Commission in the above entitled matter, adopted on the 13th day of May, 1913; and sufficient reasons for such rehearing not having been made to appear, it is

Ordered, That said application for a rehearing be and the same hereby is denied.

Long Island Electric Railway Company—Roadbed and tracks on Far Rockaway Division

Case No. 1745,
Final Order

This proceeding was begun upon motion of the Commission on the question of repairs, improvements, changes or additions in and to the roadbed, tracks and other property of the Long Island Electric Railway Company on its Far Rockaway Division between Jamaica and Far Rockaway. Hearings were had on October 24, 1913, and on subsequent dates to March 31, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER OF THE

Hearing on the motion of the COMMISSION on the question of repairs, improvements, changes or additions in and to the roadbed, tracks and other property of the LONG ISLAND ELECTRIC RAILWAY COMPANY on its Far Rockaway Division between Jamaica and Far Rockaway.

Case No. 1745,
Order
May 15, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on October 24, 1913, and certain adjourned dates to and including March 31, 1914, Commissioner Cram presiding, and it appearing from the testimony of the Commission's engineer that track conditions on the Far Rockaway Division of the Long Island Electric Railway Company were such as to cause the flanges of the wheels operated on that division to become flattened and had caused such flanges (ordinary depth three-quarters of an inch) to become worn down and flattened so that their depth was only about one-half an inch; and it appearing not only by the testimony of the Commission's engineer, but also by the testimony of the company's own witnesses, that the operation of cars with wheels having flanges thus flattened is likely to result in derailments, and that track conditions that cause such flattening of wheel flanges should be removed,

Ordered,

(1) That the Long Island Electric Railway Company be and it hereby is directed and required forthwith to remove any conditions on its Far Rockaway Division that may cause such flattening of wheel flanges and to maintain its tracks on said division in a condition which will not cause such flattening of wheel flanges.

(2) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

(3) That on or before May 25, 1914, said company notify the Commission whether the terms of this order are accepted and will be obeyed.

Long Island Electric Railway Company — Double-tracking road on New York avenue between South and Oak streets, Borough of Queens

**Case No. 1768,
Discontinuance Order**

This proceeding was begun upon motion of the Commission on the question as to whether the Long Island Electric Railway Company should be required to double-track its road on New York avenue between South street and Oak street, in the Borough of Queens. Hearings were had on December 8, 1913, and February 3 and 10, 1914.

Thereupon the Commission issued the following order:

**IN THE MATTER
OF THE**

Hearing on the motion of the Commission on the question whether the LONG ISLAND ELECTRIC RAILWAY COMPANY should be required to double-track its road on New York avenue between South street and Oak street in the Borough of Queens, City of New York.

**Case No. 1768,
Discontinuance Order
February 17, 1914**

This matter having come on for hearing by and before the Commission on December 23, 1913, and February 3 and February 10, 1914, Commissioner Cram presiding, H. M. Chamberlain, Assistant Counsel, attending for the Commission, and James L. Quackenbush, General Attorney, by Arthur G. Peacock, of Counsel, appearing for the Long Island Electric Railway Company; and it appearing to the Commission that it would be advisable to discontinue this proceeding in order that a new resolution for hearing may be adopted sufficiently comprehensive to admit of the consideration of the question whether the line should be double-tracked from South street as far south as Hook Creek, instead of only as far south as Oak street.

Ordered, That the above entitled proceeding be and the same hereby is discontinued, not upon the merits but for the purpose of enabling the Commission to adopt a resolution for hearing sufficiently comprehensive to admit of the consideration of the question whether the line should be double-tracked from South street as far south as Hook Creek, instead of only as far south as Oak street.

Long Island Electric Railway Company — Double-tracking road on New York avenue and Rockaway turnpike between South street and Hook Creek, Borough of Queens

**Case No. 1799,
Hearing Resolution
Final Order**

This proceeding was begun upon motion of the Commission on the question as to whether the Long Island Electric Railway Company should be required to double-track its road on New York avenue and Rockaway turnpike or Rockaway road between South street on the north and Hook Creek on the south, in the Borough of Queens. The Commission on February 17, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on February 27, 1914. Hearings were had on February 27, 1914, and on subsequent dates to May 26, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the Commission on the question whether the LONG ISLAND ELECTRIC RAILWAY COMPANY should be required to double-track its road on New York avenue and Rockaway turnpike or Rockaway road between South street on the north and Hook creek on the south, in the Borough of Queens, City of New York.

Case No. 1799,
Order
June 12, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on February 27, 1914, and certain adjourned dates to and including May 26, 1914, Commissioners Cram and Williams presiding, H. M. Chamberlain, Assistant Counsel, attending for the Commission, and James L. Quackenbush by Arthur G. Peacock of Counsel appearing for the Long Island Electric Railway Company; and the Commission being of the opinion that additional tracks for use by said Long Island Electric Railway Company on its Jamaica-Far Rockaway Division in New York avenue between South street on the north and Farmers avenue on the south to the extent and in the manner hereinafter stated ought reasonably to be provided in order to promote the convenience of the public and in order to secure adequate services and facilities for the transportation of passengers, and that the necessities of travel require the same,

Ordered,

(1) That said Long Island Electric Railway Company be and it hereby is directed and required to lay down, construct and provide such additional tracks as may be necessary to provide a complete double-track railroad in New York avenue between South street on the north and Farmers avenue on the south, in the Borough of Queens, City of New York.

(2) That in that part of New York avenue between South street and Oak street said additional tracks shall be laid down, constructed and provided immediately, or coincidentally with the paving of that portion of New York avenue soon to be begun by the City of New York.

(3) That in that part of New York avenue between Oak street and Farmers avenue said additional tracks shall be laid down, constructed and provided within eighteen months from and after the first day of July, 1914; provided, however, that if the actual work of paving said portion of New York avenue or any part thereof shall be undertaken by the City of New York prior to the expiration of said period of eighteen months, then and in that event said additional tracks shall be laid down, constructed and provided coincidentally with such paving.

(4) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

(5) That on or before the 19th day of June, 1914, said Long Island Electric Railway Company notify the Commission whether the terms of this order are accepted and will be obeyed.

Upon application of the Long Island Electric Railway Company, dated June 18, 1914, for an extension of time within which to notify the Commission whether the terms of the order of June 12, 1914, were accepted and would be obeyed, the Commission on June 23, 1914, extended the time to July 2, 1914 (see blank form of extension order, page 379).

New York and Queens County Railway Company—Extension of street surface railroad on Flushing avenue from Ehret avenue to Jackson avenue, Borough of Queens

Case No. 1726,
Opinions
Discontinuance Order
Rehearing Resolution
Resolution Directing Counsel to Commence
Action

This proceeding was begun upon motion of the Commission on the question of extending the street surface railroad of the New York and Queens County Railway Company on Flushing avenue or the Astoria and Flushing turnpike between Ehret avenue and Jackson avenue, in the Borough of Queens. Hearings were had on October 7, 1914, and on subsequent dates to December 2, 1913. On January 6, 1914, the Commissioners rendered opinions (see 5 P. S. C. R. [1st Dist. N. Y.], 1).

Thereupon the Commission issued the following order:

**IN THE MATTER
OF THE**

Hearing on the motion of the Commission on the question of extending the street surface railroad of the New York & Queens County Railway Company on Flushing avenue or the Astoria and Flushing turnpike between Ehret avenue and Jackson avenue, in the Borough of Queens, City of New York.

Case No. 1726,
Discontinuance Order
April 24, 1914

A hearing having been duly had by and before the Commission in the above entitled matter on October 7, 1913, and certain adjourned dates to and including December 2, 1913, Commissioner Cram presiding, H. M. Chamberlain, Assistant Counsel, attending for the Commission, and James L. Quackenbush by Arthur G. Peacock of counsel, appearing for the New York & Queens County Railway Company; and the Commission being of the opinion that the proceeding should be discontinued,

Ordered, That the above entitled proceeding be and the same hereby is discontinued.

A petition, dated June 30, 1914, having been made and filed with the Commission by the Flushing-Astoria Transit Committee, the Chamber of Commerce of the Borough of Queens, the Flushing Association, the Civic Association of Corona, the North Shore Civic Association and the East Elmhurst Association, asking for a rehearing in this proceeding, the Commission on July 30, 1914, directed (see blank form of rehearing resolution, page 382) that a rehearing be had on September 11, 1914. Hearings were had on September 11 and on subsequent dates to November 9, 1914, and closed.

On December 8, 1914, Commissioner Williams filed an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 334), recommending that the Counsel to the Commission be directed to proceed in the Supreme Court in the name of the Commission against the New York and Queens County Railway Company, as provided by Section 57 of the Public Service Commissions Law, by reason of the failure of the company to construct the part of its franchise route on Flushing avenue between Ehret avenue and Jackson avenue, Borough of Queens.

Thereupon the Commission adopted the following order:

CASE NO. 1726, RESOLUTION

(December 8, 1914)

Whereas, This Commission is of the opinion that the New York & Queens County Railway Company has failed to construct and operate that portion of its franchise route on Flushing Avenue between Ehret Avenue and Jackson avenue in the Borough of Queens, as required by law,

Resolved, That Counsel be and he hereby is directed to commence an action or proceeding in the Supreme Court in the name of the Commission for the purpose of having such violations stopped and prevented either by mandamus or injunction.

Pelham Park and City Island Railway Company, Inc.—Further operation of monorail line

**CASE NO. 1813,
Hearing Resolution
Discontinuance Order**

This proceeding was begun upon motion of the Commission on the question of repairs, improvements, changes and additions in and to the service, railroad and rolling equipment of the Pelham Park and City Island Railway Company, Inc., with respect to the further operation of the company's monorail line. The Commission on March 31, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on April 3, 1914. Hearing was had on April 3, 1914.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION on the question of repairs, improvements, changes and additions in and to the service, railroad and rolling equipment of the PELHAM PARK AND CITY ISLAND RAILWAY COMPANY, INC.

Case No. 1813,
Order of Discontinuance
April 14, 1914

Question of further operation of monorail line

A hearing having been held herein on April 3, 1914, before Hon. Edward E. McCall, Milo R. Maltbie and J. Sergeant Cram, Commissioners, and it appearing that the operation of the monorail line had been discontinued and the track removed,

Now, Therefore, it is

Ordered, That this proceeding be and the same hereby is discontinued.

Richmond Light and Railroad Company—Double-tracking the Castleton Avenue or Brighton Heights Line

Case No. 1601,
Resolution Authorizing Counsel to Take
Action to Enforce Order
Resolution Approving Return to Writ of
Certiorari
Execution of Writ of Certiorari

This proceeding was begun upon motion of the Commission on the question of double-tracking the Castleton Avenue or Brighton Heights Line of the Richmond Light and Railroad Company between St. George, New Brighton, and Broadway, West New Brighton. Hearings were had during 1912 and 1913 to February 14, 1913. On March 5, 1913, the Commission issued an order directing the company to construct and operate such extra tracks as might be necessary to provide a complete double-tracking of its entire Castleton Avenue or Brighton Heights Line between St. George, New Brighton, and Broadway, West New Brighton. Rehearings were had on March 21, 1913, and on subsequent dates to May 6, 1913. On May 27, 1913, the Commission rendered an opinion (see 4 P. S. C. R. [1st Dist. N. Y.], 265) and issued an order confirming the order of March 5, 1913. The company under date of May 29, 1913, having made application for a hearing as to the matters determined by the orders of March 5 and May 27, 1913, the Commission on June 6, 1913, issued an order denying the application for rehearing.

On June 19, 1913, the company obtained a writ of certiorari from the Supreme Court, New York County, to review the Commission's orders in Case No. 1601, which writ was served upon the Commission on June 20, 1913. The writ was referred to Counsel to the Commission for appropriate action. On March 24, 1914, the Commission adopted a resolution directing its Counsel to take such action as he deemed appropriate to the end that the order of March 5, 1913, be enforced. By a resolution adopted on April 21, 1914, a return to the writ of certiorari was approved by the Commission and the Chairman and the Secretary were authorized to execute the same.

Richmond Light and Railroad Company—Construction of extension from Bulls Head to Linoleumville and from Bulls Head to Springville, in Staten Island

Case No. 1675

This proceeding was begun upon motion of the Commission concerning the regulations, practice, service and track equipment of the Richmond Light and Railroad Company with respect to the construction of the extension of its street surface railroad from Bulls Head to Linoleumville and from Bulls Head to Springville, in Staten Island. Hearings were had on May 2, 12 and June 2, 1913, when the hearing was closed.

On December 16, 1914, the Commission adopted the following resolution :

CASE No. 1675, RESOLUTION

(December 16, 1914)

Whereas, This Commission is of opinion that the Richmond Light and Railroad Company has failed to construct and operate that portion of its franchise route on Richmond Turnpike between Bulls Head and Linoleumville and on Port Richmond Road (or Old Stone Road) from Bulls Head to New Springville, in the Borough of Richmond, County of Richmond, as required by law; it is

Resolved, That Counsel to the Commission be and he hereby is directed to commence an action or proceeding in the Supreme Court in the name of the Commission for the purpose of having such violations stopped and prevented either by mandamus or injunction.

Third Avenue Railway Company and The Forty-Second Street, Manhattanville and St. Nicholas Avenue Railway Company — Improvement in tracks

**Case No. 1893,
Hearing Resolution**

This proceeding was begun upon motion of the Commission to determine whether an order should be made requiring the Third Avenue Railway Company and The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company to relay, repair or alter the rails on any of their lines operated in the City of New York. The Commission on December 11, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on December 21, 1914. Hearing was had on December 21, 1914, and adjourned to January 7, 1915. No further action.

Thirty-Fourth Street Crosstown Railway Company and New York Railways Company — Extension of tracks and service on West 34th Street Crosstown Line, between Tenth avenue and North river

**Case No. 1809,
Hearing Resolution
Opinion
Communication from Company
Discontinuance Order**

This proceeding was begun upon motion of the Commission concerning the regulations, practices, service, track equipment and terminal facilities of the Thirty-fourth Street Crosstown Railway Company and the New York Railways Company, and particularly the extension of service on West 34th street between Tenth avenue and the North River, in the Borough of Manhattan. The Commission on March 20, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on March 30, 1914. Hearings were had on March 30, 1914, and on subsequent dates to April 17, 1914. On May 28, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 237), and transmitted a communication to the New York Railways Company inquiring whether the proposed extension would be constructed promptly and put in operation as soon as completed without further action by the Commission.

The New York Railways Company, under date of September 14, 1914, wrote to the Commission stating that on September 1, 1914, the company had discontinued the operation of its 34th street shuttle car from Tenth avenue to the West 34th Street pier, in the Borough of Manhattan, and began the operation of through service on 84th street, a portion of the cars being operated to Eleventh avenue and a portion to the West 34th Street pier, and this communication was presented to the Commission at its meeting on September 22, 1914, and was ordered filed.

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices, service, track equipment and terminal facilities of the THIRTY-FOURTH STREET CROSTOWN RAILWAY COMPANY and NEW YORK RAILWAYS COMPANY on the Thirty-fourth Street Crosstown Line, and particularly on that part of said line on West Thirty-fourth street between Tenth avenue and the North river, in the Borough of Manhattan, City of New York.

Case No. 1809,
Discontinuance Order
October 6, 1914

Extension and improvement of tracks, track equipment and terminal facilities and extension of service on Thirty-fourth street.

A hearing having been had by and before the Commission in the above entitled matter on March 30, 1914, and certain adjourned dates to and including April 17, 1914, Commissioner Maltbie presiding, Job E. Hedges appearing for the Patten Line of Steamboats, complainant, James L. Quackenbush by Arthur C. Peacock of Counsel appearing for the New York Railways Company and the Thirty-fourth Street Crosstown Railway Company, and H. M. Chamberlain, Assistant Counsel, attending for the Commission; and it now appearing from a letter from the New York Railways Company dated September 14, 1914 and from reports of the Commission's inspectors that the southerly track in West Thirty-fourth Street has now been constructed and electrified as far west as Eleventh avenue and that a double track service is now operated as far west as that point, that the shuttle service formerly operated in West Thirty-fourth street has been discontinued and that a through service is now operated to the West Thirty-fourth Street pier.

Ordered, That this proceeding be and the same hereby is discontinued, but without prejudice to the right of the Commission at any time to reopen the case and make such further order or orders as may seem proper.

MATTERS RELATING TO ACCOUNTS

New York Railways Company — Account for injury and damage claims

Case No. 1818,
Hearing Resolution
Opinion
Final Order
Extension Orders
Amending Order

This proceeding was begun upon motion of the Commission to determine whether the New York Railways Company should be required to restore to the reserve for injury and damage claims the sum of \$33,984.67 transferred by it to the surplus account as shown by the company's report for the quarter ending December 31, 1913. The Commission on May 7, 1914, directed (see blank form of hearing resolution, page 381) that a hearing be had on May 14, 1914. Hearing was had on May 14, 1914. On May 26, 1914, the Commission rendered an opinion (see 5 P. S. C. R. [1st Dist. N. Y.], 233).

Thereupon the Commission issued the following order:

IN THE MATTER
OF THE

Hearing on the motion of the COMMISSION to determine whether the NEW YORK RAILWAYS COMPANY should be required to restore to the reserve for injury and damage claims the sum of \$33,984.67 transferred by it to the surplus account, as appears by the report of said company for the quarter ending December 31, 1913.

Case No. 1818,
Order
May 26, 1914

A hearing having been had in this case on May 14, 1914, James L. Quackenbush appearing as counsel for the New York Railways Company, and Henry H. Whitman, assistant counsel for the Commission, attending, it is

Ordered, That New York Railways Company be and it hereby is directed within ten days after the service of this order to restore to the casualties and insurance reserve the sum of \$33,984.67 heretofore transferred to surplus account as applicable to the six months ended June 30, 1915, and to amend its report for the quarter ended December 31, 1913, filed with the Commission in accordance therewith; and it is further

Ordered, That this order shall take effect forthwith and shall continue in force until changed or abrogated. And it is further

Ordered, That within five days after the service of this order New York Railways Company notify the Commission whether this order is accepted and will be obeyed.

Application in writing dated June 2, 1914, having been made by the company for an extension of time within which to notify the Commission whether the terms of the order of May 26, 1914, were accepted and would be obeyed, the Commission on June 5, 1914, issued an order (see blank form of extension order, page 379) extending the time to June 16, 1914.

Application in writing dated June 16, 1914, having been made by the company for an extension of time within which to notify the Commission whether the terms of the order of May 26, 1914, were accepted and would be obeyed, the Commission on June 16, 1914, issued an order (see blank form of extension order, page 379) extending the time to June 30, 1914.

The Commission issued the following order:

CASE NO. 1818, ORDER AMENDING ORDER OF MAY 26, 1914

(June 23, 1914)

It is Ordered, That the order made herein on May 26, 1914, be and the same hereby is amended as to the directory portion thereof as follows: that New York Railways Company be and it hereby is directed within ten days after the service of this order to restore to the casualties and insurance reserve the sum of \$68,865.20, of which amount \$33,984.67 was credited to surplus account as applicable to the six months ending June 30, 1913, the remainder, \$34,880.53, having been credited to operating expenses in the month of December as covering the six months ending December 31, 1913, and to amend its report for the quarter ending December 31, 1913 accordingly; and it is further

Ordered, That this order shall take effect forthwith and shall continue in force until changed or abrogated; and it is further

Ordered, That within five days after the service of this order said New York Railways Company notify the Commission whether this order is accepted and will be obeyed.

INSPECTION AND TESTING OF LOCOMOTIVE BOILERS

Railroad Corporations — Rules for inspection and testing of steam locomotive boilers

Case No. 1301.

Extension Orders

The Commission on December 13, 1910, issued an order prescribing rules for the inspection and testing of boilers and their appurtenances of all steam locomotives used exclusively within the First District and for making and filing reports thereon. On August 14, 1912, the Commission issued an order amending the order of December 13, 1910, so as to change from 16 to 18 months the period within which flexible staybolts should be removed. On November 29, 1912, the Commission rendered an opinion with reference to the jurisdiction over the Central Railroad Company of New Jersey with respect to a locomotive at its Harlem River yard, within the First District (see 3 P. S. C. R. [1st Dist. N. Y.], 450).

Upon application of the East River Terminal Railway Company, dated February 16, 1914, the Commission, on February 27, 1914, issued an order (see blank form of extension order, page 379) extending to August 25, 1914, the company's time within which to remove the boiler flues from its locomotive No. 8, as required by regulation No. II of the order of December 13, 1910, as amended by the order of August 14, 1912.

Upon application of the Baltimore and Ohio Railroad Company, dated September 22, 1914, the Commission, on October 6, 1914, issued an order (see blank form of extension order, page 379) extending to February 28, 1915, the company's time, within which to remove the boiler flues from its locomotive No. 316, as required by Regulation No. II of the order of December 13, 1910, as amended by the order of August 14, 1912.

APPENDIX B

**INFORMAL COMPLAINTS RELATING TO RAILROADS
AND STREET RAILROADS**

APPENDIX B

INFORMAL COMPLAINTS RELATING TO RAILROADS AND STREET RAILROADS

During the year 1914, aside from rapid transit cases, the number of informal complaints received was 1,888, an increase of 120 over the previous year. A considerable number of these treated of subjects outside of the jurisdiction of this Commission, or were of a character not requiring investigation or correspondence, or were pending at the end of the year, so that the actual number reported in this list as disposed of during the year is 1,633.

The tabulated statement appended is made up from the list and briefly describes each individual complaint and its disposition. For brevity certain expressions are used in the list and in the table, which are explained as follows:

"Satisfied" describes a result substantially meeting the desires of the complainant or reasonably meeting the requirements as developed by investigation.

"Ill-founded" signifies a condition where the complainant obviously misapprehends the facts or where investigation shows the facts were not as stated by him.

"Default of complainant" is used where the complainant, upon request, fails to furnish the proper basis for investigation or to elaborate his complaint sufficiently to justify the expenditure of time or labor upon it.

"Covered by case" denotes that the subject of the complaint is taken care of by formal proceedings.

"Dismissed" is used where investigations and reports of inspectors or engineers showed no defects or faults which could be remedied, and it was necessary to inform the complainants to that effect.

"No jurisdiction" describes those complaints which appeared to be outside the authority of the Commission, and only such cases are included in this classification as required investigation to determine that fact.

SUMMARY OF INFORMAL COMPLAINTS

COMPANY COMPLAINED AGAINST	Satisfied	Dismissed	Ill-founded	Default of complainant	Covered by case	No jurisdiction	Total
THE BROOKLYN RAPID TRANSIT SYSTEM							
Brooklyn Heights R. R.	80	26	10	7	77	3	203
Brooklyn, Queens Co. & Sub. R. R.	15	2	2	.....	15	.....	34
Nassau Electric R. R.	48	11	7	2	40	2	110
New York Consolidated R. R.	114	77	13	2	139	3	348
Coney Island & Gravesend Ry.	1	.....	.....	.....	3	.....	4
South Brooklyn Ry.	6	.....	.....	.....	.....	6	12
Coney Island & Brooklyn R. R.	16	7	8	2	46	.....	79
Totals, Brooklyn R. T. System.	280	123	40	13	320	14	790
OTHER COMPANIES							
Belt Line Ry.	5	3	1	.....	.....	.....	9
Second Avenue R. R.	1	2	2	.....	.....	.....	5
Fifth Avenue Coach	5	.....	2	.....	.....	.....	7
Interborough Rapid Transit	66	49	44	3	14	.....	176
New York City Interborough Ry.	9	3	3	3	1	.....	19
New York Railways	84	46	30	2	23	.....	185
Third Avenue Ry.	9	9	7	1	5	.....	31
D. D., E. B. & Battery R. R.	3	2	3	.....	.....	.....	8
Forty-second St., M. & St. N. Ave. R. R.	13	8	3	2	14	.....	40
Union Railway	31	6	8	2	3	.....	50
Long Island Electric Ry.	4	.....	.....	.....	1	.....	5
New York & Long Island Traction	.....	.....	.....	.....	4	.....	4
Mid-Crosstown Railway	2	1	.....	.....	.....	.....	3
New York & Queens County Ry.	10	7	1	.....	14	.....	32
New York & North Shore Traction	2	.....	.....	.....	.....	.....	2
Richmond Light & R. R.	2	2	.....	1	1	.....	6
Staten Island Midland Ry.	3	2	.....	.....	4	.....	9
Pelham Park & City Island Ry.	.....	.....	.....	.....	2	1	3
Westchester Electric R. R.	2	.....	1	.....	.....	.....	3
Ocean Electric Railway	4	.....	.....	2	.....	.....	6
Long Island R. R.	50	30	12	2	20	3	126
New York Central & Hud. R. R. R.	10	6	1	.....	2	.....	19
N. Y., New Haven & Hart. R. R.	6	5	.....	.....	1	1	13
Staten Island Rapid Transit R. R.	6	.....	.....	.....	.....	1	7
Staten Island Railway	5	3	.....	.....	1	1	10
Van Brunt St. & Erie Basin R. R.	.....	.....	.....	.....	10	.....	10
Manhattan & Queens Traction	8	4	2	.....	1	.....	15
Brooklyn & North River R. R.	3	5	2	.....	2	.....	12
Manhattan Bridge Three Cent Line	1	.....	.....	.....	.....	.....	1
Hudson & Manhattan R. R.	.....	.....	1	.....	.....	.....	1
Pennsylvania R. R.	.....	1	.....	.....	.....	.....	1
Adams Express	6	.....	.....	.....	1	4	11
American Express	.....	.....	.....	1	.....	.....	1
United States Express	.....	1	.....	.....	.....	.....	1
Erie R. R.	.....	.....	1	.....	.....	.....	1
Wells Fargo Express	.....	.....	1	.....	.....	.....	1
Westcott's Express	2	3	.....	.....	.....	.....	5
New York Steam	2	2	1	.....	.....	.....	5
	634	323	166	32	453	25	1,633

INFORMAL COMPLAINTS IN DETAIL

File No., name of complainant and company complained against	Subject	Disposition
8165, Turnbull..... N. Y. Rys. Co.	Inadequate South Ferry service on Broadway south of Murray street between 5 and 5:30 P. M.	Satisfied, after investigation by a substantial increase in the service.
8474, Muller..... I. R. T. Co.	Poor lighting in Ninth Avenue elevated trains.	Satisfied by the installation of tungsten lamps in all elevated cars.
8703, Smith..... I. R. T. Co.	Suggests enlargement of stairway leading from escalator at Manhattan Street station of Broadway subway.	Satisfied by reconstruction carried out in accordance with our engineer's plans.
8742, Weldon..... N. Y. C. & H. R. R. Co.	Calls attention to necessity for a crossing at 182d street, Hudson division.	Covered by Case 1872.
8906, North Side Imp. Assn. B. H. R. R. Co.	Lack of transportation facilities to the north of Williamsburg bridge, although eight car lines cross said bridge and go south.	Covered by Case 1855.
8979, N. Y. & Long Branch Steamboat Co. N. Y. Rys. Co.	Cars of 34th Street cross-town line turned back at Tenth avenue and passengers transferred to shuttle car operating on 4 and 5-minute headway.	Covered by Case 1809.
9396, Walkof..... L. I. R. R. Co.	Complete darkness in Atlantic Division tunnel when accident happened; requests that tunnel be lighted at all times.	Covered by Case 1874.
9456, Gutterman... N. Y. Consol. R. R. Co.	Requests additional entrances to Bowery station of Centre Street loop line.	Covered by Case 1884.
9551, Reilly..... N. Y., N. H. & Hart. R. R. Co.	Inefficient lighting system in trains on New Rochelle branch; rides from Larchmont Manor to New York City daily.	Dismissed, upon report of electrical engineer.
9578, Transit Bureau. N. Y. Rys. Co.	Company should be compelled to transfer passengers who happen to get on Fourth and Madison Avenue cars marked "Astor Place Only," to cars going south of that point.	Dismissed, upon report of engineer.
9599, Transit Bureau. Third Ave. Ry. Co.	Overloading of Third and Amsterdam Avenue cars at 125th street and Eighth avenue from 7 to 7:45 A. M.	Dismissed, upon report of engineer.
9602, Lederer Construction Co. I. R. T. Co.	Requests change in location of stairway at northbound Freeman Street station of Bronx Park subway.	Satisfied by approval resolution for construction.
9611, Broas..... N. Y. C. & H. R. R. Co.	Inadequate station facilities at Tremont station, on northbound side.	Satisfied by erection of an additional stairway.
9618, Hoag..... I. R. T. Co.	Requests extension of canopy at Battery Place station of Sixth Avenue and Ninth Avenue elevated lines; very trying during bad weather.	Satisfied by extension of the canopy and change in location of switch.
9619, Maher..... N. Y. Consol. R. R. Co.	Unable to find out destination of trains at 65th Street terminal of Fifth Avenue elevated line; other conditions prevailing.	Satisfied by assignment of additional platform men and promise to discontinue some objectionable practices.

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File No., name of complainant and company complained against	Subject	Disposition
9634, Brant..... N. Y. Consol. R. R. Co.	Long headways between Fulton Street elevated trains at Nostrand Avenue station.	Satisfied by improved service after investigation.
9640, Irving..... Union Ry. Co.	Inconvenient practice during inclement weather not to permit waiting passengers to enter P. A. Y. E. cars on Jerome avenue all at one time.	Satisfied by relocation of waiting room.
9645, Hoyler..... N. Y. Consol. R. R. Co.	Dangerous practice of passengers at 65th Street terminal of Fifth Avenue elevated line to jump on trains while leaving station.	Satisfied by assignment of a special officer to prevent abuses complained of.
9655, Drewes..... N. Y. Consol. R. R. Co.	Complaint of inconvenient practices at 65th Street terminal of Fifth Avenue elevated line, due to manner of despatching trains.	Satisfied by assignment of a special officer to prevent practices complained of.
9676, Cowen..... N. Y. Consol. R. R. Co.	Confusion caused by opening of gates on both sides of West End trains at Park Row terminal.	Satisfied by improvements at the platform after investigation.
9706, Levy..... N. Y. Rys. Co.	Refusal to accept a Sixth Avenue line transfer on a Sixth and Amsterdam Avenue line car, after a ride across 59th street, at 59th street and Columbus avenue.	Dismissed, upon report of engineer.
9712, Steiner..... I. R. T. Co.	Poor lighting in subway cars; many lights burned out.	Satisfied by action taken to keep lights burning.
9717, West End Imp. League of Coney Island. So. Bk. Ry. Co. N. Y. Consol. R. R. Co.	Requests location of waiting cars at transfer points between elevated railroad and Norton's Point line at Coney Island.	Satisfied; arrangement made with druggist at that point to permit passengers to use the store as a waiting room.
9718, Goldberg.... N. Y. Rys. Co.	Inadequate service on the Fourth and Madison Avenue line southbound past 90th street between 8 and 8:30 A. M.	Satisfied by investigation showing the service up to track capacity.
9720, Adams..... I. R. T. Co.	Rough handling of newspaper bundles in the subway, particularly at John street and at Grand Central Station.	Satisfied by regulations adopted for the government of carriers.
9734, Transit Bureau. B. E. R. R. Co.	Overloading during rush and non-rush hours on Court Street line.	Dismissed, upon report of engineer.
9737, Cohen..... N. E. R. R. Co.	Insufficient number of St. John's Place cars destined for Borough Hall.	Satisfied by increasing the number of cars to Borough Hall.
9766, Lafayette Tompkins Board of Trade. N. Y. Consol. R. R. Co.	Turning back of Lexington Avenue elevated trains at Sands street; number of cars per train reduced.	Satisfied as to turning back trains at Sands street; dismissed as to increased number of cars per train.
9790, Transit Bureau. N. Y. Consol. R. R. Co.	Dirty signs hanging over easterly end of east-bound platform at Brooklyn bridge; no light in stairway from westerly platform to island platform at Brooklyn bridge.	Satisfied; signs repainted; new arrangement at High Street stairway.
9791, Transit Bureau. N. E. R. R. Co.	Overloading on the Hamburg Avenue line between 4:30 and 6 P. M., eastbound.	Covered by Case 1785.

File No., name of complainant and company complained against	Subject	Disposition
9808, Dempsey..... I. R. T. Co.	Suggests opening of stairway at 149th Street station of subway all day, instead of only between 4:30 and 7:30 P. M.	Covered by Case 1790.
9812, Brooklyn Civic Committee. N. Y. Consol. R. R. Co.	Defective condition of floor at Halsey Street station of Broadway elevated line.	Closed; report of engineer showed complaint ill founded.
9820, Chester Taxp. Alliance. I. R. T. Co.	Petition requesting additional stairway at 177th Street station of subway, Bronx division.	Referred to the Committee of the Whole, then closed, no action.
9824, Wilkey..... B. H. R. R. Co.	Overcrowding on Flatbush Avenue cars.	Covered by Case 1704.
9829, Harnett..... B. H. R. R. Co.	Poor service on Hamilton Avenue line between 7:30 and 8 A. M.	Covered by Case 1785.
9830, Metropolitan Ave. Bd. of Trade N. Y. Consol. R. R. Co.	Insufficient service on Myrtle Avenue elevated line beyond Fresh Pond road.	Satisfied by operation of trains through to Metropolitan avenue.
9840, Barbieri..... Bk. & No. River R. Co.	Disgraceful crowding during morning rush hours on Brooklyn and North River line.	Dismissed, upon report of engineer.
9841, Astoria Taxp. and Bus. Men's Assn. N. Y. & Q. C. Ry. Co.	Long waits for transferring passengers going north on Vernon avenue at Fulton street, Astoria; unable to make trip for one fare on Steinway line, to Broadway line, then to Dutch Kills line; requests shelter at Jackson and Second avenues; poor service on Dutch Kills line.	Dismissed, and detailed explanation made to complainant.
9867, Graham..... I. R. T. Co.	Complaint of use of a subway local car for handling of newspapers.	Satisfied; rules adopted and published regulating newspaper handling.
9869, Sandman..... N. Y. Consol. R. R. Co.	Delay caused by narrow passage through which passengers alighting from Chauncey Street station of Broadway elevated line must leave station.	Satisfied by opening the exit doors for incoming passengers.
9884, Harkness.... C. I. & B. R. R. Co.	Long headways between DeKalb Avenue cars at Park Row loop during evening rush hours.	Dismissed, upon report of engineer.
9892, Borough Park Hts. Civic Assn. N. Y. Consol. R. R. Co.	Dangerous conditions on West End line at Ft. Hamilton Parkway and New Utrecht avenue because gates are not lowered soon enough.	Dismissed, upon report of engineer.
9913, E. Side Neighborhood Assn. D. D., E. B. & Batt. R. R. Co.	Lack of adequate service east of Clinton street on Grand Street line.	Closed, ill founded; report of engineer showed no overloaded periods.
9916, Snower..... N. Y. Rys. Co.	Inadequate service to East 34th Street ferry on 34th Street crosstown line.	Satisfied; company's answer showed delays due to blocking of tracks caused irregular service.
9921, Central Com. of Civic Assns. of Flatbush and vicinity. B. H. R. R. Co.	Service beyond Nostrand avenue on Flatbush Avenue line curtailed on Saturday afternoons.	Covered by Case 1794.
9945, Rogers..... N. Y. Consol. R. R. Co.	Service on Sea Beach and West End lines curtailed considerably.	Covered by Case 1706.

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File No., name of complainant and company complained against	Subject	Disposition
9947, Dovan..... B. H. R. R. Co.	Poor service on Greene and Gates Avenue line above Nostrand avenue.	Satisfied by increase in service.
9953, Arnold..... N. Y. C. Int. Ry. Co.	Irregular and inadequate service on Aqueduct Avenue line between 5:30 and 6 P. M.	Covered by Case 1759.
9956, Zeigler..... S. I. Rap. Transit R. Co.	No shelter for waiting passengers at Stapleton.	Satisfied by construction of a high board fence to shield passengers.
9964, O'Sullivan... N. Y. Consol. R. R. Co.	Poor service on Sea Beach shuttle between Third and New Utrecht avenues.	Dismissed, upon report of engineer.
9971, Woman's Municipal League. Third Ave. Ry. Co. N. Y. Rys. Co.	Passengers on northbound Third and Amsterdam Avenue cars obliged to change at 162d street; inadequate service on Sixth and Seventh Avenue lines.	Dismissed, upon report of engineer.
9990, Hamlin..... I. R. T. Co.	Overcrowding of express and local trains southbound at 96th street between 10 and 11 A. M.	Satisfied by increase in service.
9991, Bibb..... L. I. R. R. Co.	Requests better service on Far Rockaway branch during morning and evening rush hours.	Dismissed; report of engineer showed service adequate.
9992, Murphy..... N. E. R. R. Co.	Inadequate service on Bergen Street line between 8 and 8:45 A. M.	Dismissed; report of engineer showed seats for passengers.
9997, Ferguson.... I. R. T. Co.	Overcrowding at north end of downtown 181st Street station of subway between 8 and 8:30 A. M.	Dismissed, upon report that installation of railings would be impracticable.
9998, Gilbert..... N. Y. Rys. Co.	Complaint of locking of front doors of Eighth Avenue surface cars.	Satisfied; company's answer showed need for this rule.
9999, Henke..... B. H. R. R. Co.	Refusal to accept Flatbush Avenue transfer on Third Avenue car; inadequate service on Flatbush Avenue line.	Covered by Case 1794.
10000, Ellison..... N. Y. Rys. Co.	Lack of heat in street cars.	Satisfied by action of company disciplining conductors.
10004, Kuelling.... B. H. R. R. Co. N. E. R. R. Co.	Lack of heat in Nostrand Avenue cars; switching back Nostrand Avenue cars at Avenue "D"; lack of heat in St. John's Place line cars.	Satisfied by answer of company explaining failure to heat cars and reason for turning back cars.
10013, Walton..... N. E. R. R. Co.	Inadequate service on Vanderbilt Avenue line during rush hours.	Closed, ill founded; report showed service operated regularly.
10018, Transit Bureau. N. Y. Rys. Co.	Turning back of Sixth Avenue cars; overloading above 50th street.	Satisfied by increase in number of through cars.
10021, McGoldrick. N. Y. Consol. R. R. Co.	Long headways between Fulton Street elevated trains at Court Street station about 8 A. M.	Covered by Case 1808.
10026, Jamaica Citi-zen's Assn. L. I. Elec. Ry. Co. N. Y. & Q. C. Ry. Co.	Defective condition of transfer station at South and Washington streets, Jamaica.	Satisfied by repairs made by the company.
10033, Equipment Inspect'n Bureau. N. Y. & Q. C. Ry. Co.	Crossing at Kingsland and Junction avenues in bad condition; needs renewal.	Satisfied by installation of new special work.
10034, Graff..... Union Ry. Co.	Noisy operation of Webster Avenue cars over switch in neighborhood of 718 East 234th street.	Satisfied by installation of two new switches at 233d street.

File No., name of complainant and company complained against	Subject	Disposition
10039, Brown..... Manh. & Qu. Tr. Corporation.	No destination signs on Thompson Avenue cars.	Covered by Case 1783.
10040, Riley & Sons Trucking Co. B. H. R. R. Co.	Complaint of intention of company to haul granite on surface tracks from South Brooklyn to Brooklyn.	Dismissed; transportation of freight within scope of franchise.
10043, Edison Elec. Illuminating Co. of Bk. L. I. R. R. Co.	Failure of company to notify complainant of arrival of a shipment of wire rope at Bushwick station; delay caused loss of discount.	Dismissed, upon failure to show evidence of defect in organization.
10046, Adler..... N. Y. Rvs. Co.	Refusal to accept 14th Street crosstown transfer on Broadway car at 15th street, where Broadway cars usually stop.	Satisfied by explanation of the company.
10047, Blatchly.... N. Y., N. H. & H. R. R. Co.	Poor lights in trains.	Dismissed, upon report of engineer.
10048, East 67th St. Apartment building. N. Y. Rys. Co.	Noisy operations of Lexington Avenue cars between 66th and 67th streets.	Covered by Case 1746.
10049, Roth..... N. Y. Consol. R. R. Co.	Requests operation of Broadway elevated trains beyond Van Sicklen Avenue station.	Satisfied by explanation of company.
10051, Johnson.. N. Y. Consol. R. R. Co.	Failure of Sea Beach shuttle 'buses to stop at 12th avenue.	Satisfied by company's answer showing physical difficulties.
10052, Churchill.. N. Y. Rys. Co.	Failure of Fourth and Madison Avenue cars to stop for passengers at 33d street; lack of heat.	Dismissed, upon report of engineer showing cars to stop to take on passengers and company complying with heating order.
10053, Banks.... N. Y. Rys. Co.	Failure of Fourth and Madison Avenue cars to stop for passengers at 75th street.	Dismissed, upon report of engineer showing no instance of failure.
10055, Seymour.. N. Y. Consol. R. R. Co.	Poor lights in elevated cars.	Satisfied by equipment of all cars with Tungsten lamps.
10056, Baumert.. N. Y. & Q. C. Ry. Co.	Inadequate service on Dutch Kills and Steinway lines; cars overcrowded.	Covered by Case 1848.
10057, Frohmann.. L. I. R. R. Co.	Holland station on Rockaway Beach Division locked at 9 P. M.	Satisfied by promise of company to keep station open until 9:30 P. M. hereafter.
10058, Manners.. N. Y. Rys. Co.	Turning back of 14th Street crosstown cars at Avenue "A."	Closed, ill founded, upon report of engineer showing no warrant for operation to ferry.
10060, Highbridge Tarp. Asan. L. I. R. R. Co.	Only one lamp in Maure Avenue tunnel of Atlantic division.	Satisfied by explanation to complainant.
10061, McLaughlin. N. Y. Consol. R. R. Co.	Turning back Fulton Street elevated trains marked "East New York" at Ralph avenue.	Covered by Case 1808.
10062, Rokeby..... Richmond Lt. & R. Co.	Unable to board surface cars from St. George.	Satisfied by explanation to complainant.
10063, Bopp..... Union Ry. Co.	Refusal of Webster Avenue car to stop for waiting passengers at 170th street.	Satisfied by explanation of the company.
10066, Strohen C. I. & B. R. R. Co.	Refusal of Smith Street car to stop at Avenue "K," New York bound.	Satisfied by action of company discharging employees at fault.
10068, Schalk... N. Y. Consol. R. R. Co.	Failure of Sea Beach train to connect with West End train at 62d street; West End train turned back at Brooklyn bridge.	Satisfied by explanation of the company that there will be no cause for similar complaint.

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File No., name of complainant and company complained against	Subject	Disposition
10071, Butler.... I. R. T. Co.	Inadequate service from and to South ferry on Sixth Avenue elevated line.	Closed, ill founded, upon report of engineer showing adequacy of service.
10072, Transit Bureau. B. H. R. R. Co.	Overloading on Myrtle Avenue surface cars, eastbound and westbound.	Satisfied by action of company to increase service.
10073, Meyer..... C. I. & B. R. R. Co.	Lack of heat in DeKalb Avenue cars.	Satisfied by promise of company to keep cars heated.
10074, Burke..... N. E. R. R. Co.	Requests more heat in Bergen Street cars.	Closed, ill founded, upon report that heaters were not working properly.
10075, Frothingham. I. R. T. Co.	Requests turnstile exits at Fulton and John Street station to Maiden Lane, also at Borough Hall station to Court street.	Dismissed, upon report of engineer stating difficulties involved.
10076, Lloyd..... Bk. & No. River R. Co.	Delays and poor service generally on Brooklyn and North River line.	Closed, ill founded, upon report showing no ground for complaint.
10077, Shanks.... N. Y. Rys. Co.	Defective condition of flooring in Broadway-Amsterdam Avenue surface cars.	Satisfied by promise of company to remedy conditions.
10078, Westervelt. B. H. R. R. Co.	Turning back of Greene and Gates Avenue car marked "Park Row" at Borough Hall.	Satisfied by action of company in disciplining employees concerned.
10079, Kennedy... I. R. T. Co.	Lack of heat in Sixth Avenue and Ninth Avenue elevated trains.	Covered by Case 1426.
10080, Warner.... N. Y. Consol. R. R. Co.	Requests resumption of operation of Culver trains in Railroad Avenue through to Sea Gate.	Covered by Case 1796.
10083, O'Brien... N. E. R. R. Co.	Vibration caused by operation of cars over crossing at Union street and Seventh Avenue.	Closed, ill founded, upon report of engineer showing vibration not noticeable.
10086, Sullivan... N. Y. Rys. Co.	Poor ventilation in Car No. 1548 of 14th Street crosstown line.	Dismissed, upon report showing no cause for complaint.
10087, Cypress Hills Republican Club. L. I. R. R. Co.	Failure to light stove in westbound Railroad Avenue station; shed of station not large enough.	Satisfied by action of company to remedy conditions.
10088, Hevey..... I. R. T. Co.	Requests additional stairway to uptown 28th Street station, Third Avenue elevated line.	Dismissed, in view of reconstruction work.
10089, Transit Bureau. N. Y. Consol. R. R. Co.	Suggests operation of 4-car trains on Myrtle Avenue elevated line between 8 and 8:30 P. M.	Satisfied by promise of company to operate additional cars.
10090, Warner... I. R. T. Co.	Requests waiting room on platform of Manhattan Street station of Broadway subway.	Dismissed, upon report of engineer showing no necessity for any.
10091, Bureau of Municipal Research. I. R. T. Co.	Requests waiting rooms on platforms at Manhattan Street and Dyckman Street stations of Broadway subway.	Closed, no action, upon report of engineer showing no necessity for any.
10092, Schimmoller. L. I. R. R. Co.	No heat provided in Union Course and Woodhaven stations on Atlantic division.	Satisfied by agreement of company to provide heat in stations.
10093, Whalen.... Union Ry. Co.	Lack of heat in Jerome Avenue cars.	Satisfied by explanation of the company.
10094, Benjamin... N. Y. Rys. Co.	Turning back of Broadway-Amsterdam Avenue cars, northbound, at 50th street, although marked to go through.	Dismissed.

File No., name of complainant and company complained against	Subject	Disposition
10095, McCall.... 42d St., M. & St. N. Ave. R. R. Co.	Insufficient number of cars operated west of 10th avenue on 42d Street crosstown line.	Dismissed, upon statement of company justifying practice.
10096, Doll..... N. Y. Consol. R. R. Co.	Requests that Sea Beach shuttle 'buses stop at Ninth avenue and 60th street.	Dismissed, upon report of engineer showing no demand for stopping at that point.
10097, Hennenlot- ter. B. H. R. R. Co.	Lack of heat in Flatbush Avenue car No. 5064, New York bound.	Dismissed, upon report of engineer.
10098, Transit Bu- reau. N. Y. Consol. R. R. Co.	Practice of Broadway elevated trains skipping stations.	Dismissed, upon statement of company explaining reason for practice.
10099, Transit Bu- reau. 42d St., M. & St. N. Ave. R. R. Co.	Overloading on Broadway branch line during theatre hours.	Satisfied by increase in service.
10100, Macdonald.. N. Y. Rys. Co.	Failure of Eighth Avenue surface cars to stop for waiting passengers at 99th street.	Satisfied by explanation of company.
10101, Jessup.... N. Y. Rys. Co.	Practice of motormen of starting Lexington Avenue cars too quickly.	Dismissed, with statement to complainant.
10102, Singleton.... I. R. T. Co.	Suggests that slips issued by ticket agents at subway stations, which are redeemable only at office of company, should be accepted for passage as ordinary tickets.	Satisfied by explanation made by the company.
10103, New Lots Protective and Taxp. Assn. N. E. R. R. Co.	Requests all night service on New Lots Avenue line.	Satisfied by action of company in changing schedule.
10104, Lang..... B. H. R. R. Co.	Long headways between Greene and Gates Avenue cars at So. Oxford and Fulton streets.	Dismissed, upon report of engineer showing service adequate.
10105, Wyandance Democratic Club N. Y. Consol. R. R. Co. B. H. R. R. Co.	Requests that transfers be issued from Graham Avenue, Crosstown' and Lorimer Street cars to Broadway elevated trains going to Chambers street.	Dismissed, with explanation to complainant that Commission has no authority.
10106, Thompson... I. R. T. Co.	Failure to turn on heat in Sixth Avenue elevated trains before they are put in service.	Satisfied by company answer explaining reason for failure.
10107, Torrey..... B. H. R. R. Co.	No heat in Gates Avenue car No. 5010.	Covered by Case 1426.
10108, Shay..... L. I. R. R. Co. I. R. T. Co. B. Q. C. & Sub. R. R. Co.	Lack of heat in trains on Atlantic division in subway trains, and in Jamaica Avenue surface cars.	Covered by Case 1426.
10109, Whitney.... N. Y. Consol. R. R. Co.	Brighton Beach elevated trains seldom heated.	Covered by Case 1426.
10110, Dwyer..... N. Y. Rys. Co.	Car ahead nuisance on Lexington Avenue line at 99th street.	Closed, ill founded, with statement to complainant of need for occasionally turning back cars.
10111, Gonzales.... I. R. T. Co.	Dangerous gaps between car and station platform at 14th Street subway station.	Dismissed, with statement to complainant that company is working to get some device.
10113, Equipment Inspection Bu- reau. B. H. R. R. Co.	Report showing six broken rail joints between South Fifth street and Johnson avenue on Union avenue.	Satisfied by repairs made by the company.

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File No., name of complainant and company complained against	Subject	Disposition
10114, Seifert..... N. Y. Consol. R. R. Co.	No heat whatever in Car No. 1035 of a West End train arriving at Park Row.	Covered by Case 1426.
10115, Olsen..... I. R. T. Co.	Subway trains from 135th Street station in the early morning are totally without heat.	Covered by Case 1426.
10116, Cobb..... B. H. R. R. Co.	Grand Street cars very uncomfortable caused by failure to heat them.	Covered by Case 1426.
10117, Cochran.... N. Y. Rys. Co.	Complaint of turning back Car No. 497 of Broadway-Amsterdam Avenue line at 117th street, although marked to go to 125th street.	Dismissed, upon report of engineer showing necessity.
10118, Ambrose.... I. R. T. Co.	Clothing ruined by substances falling from platform at Simpson Street station of subway.	Dismissed, upon report of engineer showing incident isolated.
10119, Wenk..... N. E. R. R. Co.	Insufficient number of cars from Atlantic Avenue subway station on St. John's Place line.	Satisfied by increase in service.
10120, Rains..... N. Y. Consol. R. R. Co.	No shelter at 84th Street station where passengers must wait for cars to Ulmer park.	Satisfied by explanation made by the company.
10121, Barringer... N. Y. Consol. R. R. Co.	Poor service on Fulton Street and Broadway elevated lines eastbound at Cumberland Street station.	Covered by Case 1808.
10122, Sharpe..... B. H. R. R. Co.	Failure to provide sufficient straps in new center-entrance cars on Flatbush Avenue line.	Closed, ill founded, with explanation to complainant.
10123, Reardon.... N. E. R. R. Co.	Inadequate service on St. John's Place line above Kingston avenue.	Satisfied by promise of company to put on additional cars.
10124, Bissell..... N. Y. Consol. R. R. Co.	Practice of operating empty Myrtle Avenue elevated trains which do not stop at stations.	Satisfied by new schedule increasing the service.
10125, Wells..... I. R. T. Co.	Number of cars on Broadway subway express trains reduced.	Satisfied by promise to furnish more service.
10126, Prodgers... N. E. R. R. Co. N. Y. Consol. R. R. Co.	Complaint of inability to make trip from Ocean Avenue line to Church Avenue line, and then to West End line for one fare.	Dismissed, the Commission having no authority to compel transfers between surface and rapid transit lines.
10127, Stout..... N. Y. Rys. Co.	Failure to heat cars on 23d Street crosstown line.	Covered by Case 1426.
10128, Strahler.... Union Ry. Co.	Requests waiting car at 107th street and Westchester avenue.	Dismissed, upon report showing no need for a waiting car.
10129, Borough Park Taxp. Assn. B. H. R. R. Co.	Passengers have to pay two fares to reach Coney Island via 10th Avenue line from Borough park.	Dismissed, upon report of engineer that Commission has no authority to compel issuance of transfers to make the trip.
10130, Gitterman.. I. R. T. Co.	End seats in subway cars very uncomfortable to passengers due to projecting frames of advertising panels.	Satisfied by action of company to remedy nuisance.
10131, Schaefer.... N. Y. Consol. R. R. Co. B. H. R. R. Co.	Totally inadequate service to and from 65th street, both elevated and surface lines.	Satisfied by measures taken by company to give more service.

File No., name of complainant and company complained against	Subject	Disposition
10132, Brooklyn Bulletin. N. Y. Consol. R. R. Co.	Requests that cars now operating on Sea Beach line stop at all street crossings instead of at the stations only.	Satisfied by explanation made by the company.
10133, Grimmer..... Union Ry. Co.	Irregular service on 163d Street crosstown line.	Satisfied by explanation made by the company.
10134, Seel..... I. R. T. Co.	Overcrowding of trains southbound on Third Avenue line when they reach 125th street.	Dismissed, upon report of engineer showing track limitations.
10135, Ellis..... I. R. T. Co.	Lack of ventilation in subway express trains.	Dismissed, upon report of engineer.
10136, Bach..... N. Y. Rys. Co.	Failure of Starter No. 25 at 106th street to hold Amsterdam Avenue cars for transferring passengers from 116th Street crosstown line.	Satisfied by instructions to starter to hold cars.
10137, Frazee..... S. I. Mid. Ry. Co.	No heat in Silver Lake line cars.	Dismissed, upon report of engineer.
10138, Becker..... Belt Line Ry. Corp. 42d St. M. & St. N. Ave. R. R. Co.	Unable to transfer from 59th Street crosstown cars to 42d Street-Long Island City cars.	Dismissed, with explanation to complainant.
10139, Morris..... N. Y. Consol. R. R. Co.	Requests improvement in train service on West End line from Atlantic avenue to Borough park.	Covered by Case 1706.
10140, Snyder..... B. Q. C. & Sub. R. Co.	Long headways between Reid Avenue cars going to Delancey street, New York.	Closed, ill founded, upon report of engineer showing headways reasonable.
10141, LePoria.... B. H. R. R. Co.	Failure of company to establish trolley station at Winthrop street, Flatbush Avenue line.	Satisfied by explanation made by the company.
10142, Equipment Inspection Bureau. N. Y. Consol. R. R. Co.	Report of worn-out condition of third rail on New York incline of Brooklyn bound track on Brooklyn bridge, also on Brooklyn incline of New York bound track.	Satisfied by action of company in installing new rails where necessary.
10143, Gilbert..... N. Y. Consol. R. R. Co.	Overcrowding of Broadway elevated trains at Haves Street station.	Covered by Case 1850.
10144, Meikle..... N. Y. Consol. R. R. Co.	Inadequate and irregular service on Myrtle Avenue elevated line from Fresh Pond station.	Satisfied by company's answer showing service operated regularly.
10145, Schembri... N. Y. Consol. R. R. Co.	Cold and dirty cars on West End line.	Covered by Case 1426.
10146, Eshman.... N. Y. Rys. Co.	Cars to and from Brooklyn on Fourth and Williamsburg Bridge line unheated between 8 and 9 A. M.	Covered by Case 1426.
10147, Thompson.. N. Y. C. Int. Ry. Co.	Long headways between cars on Crosstown line.	Closed, ill founded, upon report of engineer showing conditions due to construction of sewer.
10148, Crane & Clark. N. Y. C. & H. R. R. Co.	Failure of 5:25 P. M. train from 30th Street station to arrive on time at Spuyten Duyvil, which causes passengers to miss connections for northbound trains.	Satisfied by explanation made by the company.
10149, Huguenot Park Branch of S. I. Civic League. S. I. Ry. Co.	Requests double-tracking of Perth Amboy division between Princes Bay and Pleasant Plains.	Covered by Case 1780.
10150, Cushman.... N. Y. Rys. Co.	Refusal to accept 14th Street and Williamsburg Bridge line transfers on 23d Street crosstown cars.	Satisfied by explanation of company.

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File No., name of complainant and company complained against	Subject	Disposition
10151, Green..... B. H. R. R. Co.	Inadequate service on Third Avenue surface line from 65th street terminal.	Covered by Case 1785.
10152, Young..... B. H. R. R. Co.	Lack of heat in new stepless cars on Flatbush Avenue line.	Satisfied by issuance of new instructions by company for heating of cars.
10153, Plunkett.... N. Y. Consol. R. R. Co.	Lack of heat in West End train leaving Bay 19th street for Brooklyn bridge.	Covered by Case 1426.
10154, Lathers..... I. R. T. Co.	Protests against practice of passengers at 23d Street and 103d Street stations of subway, of using paper cans as cuspidors.	Satisfied by action of company to prevent practice as far as possible.
10155, Redd N. Y. Rys. Co.	No heat in cars on Broadway and Amsterdam Avenue and Sixth Avenue surface lines.	Covered by Case 1426.
10156, Graper..... N. Y. Consol. R. R. Co.	Irregular service on Sea Beach line toward Bath junction.	Covered by Case 1706.
10157, Kaepfel... N. Y. Rys. Co.	No heat in Car No. 277 of Fourth and Madison Avenue line at Bowery and Delancey street.	Covered by Case 1426.
10158, McManus.. B., Q. C. & Sub. R. R. Co.	Lack of heat in Reid Avenue cars passing Church avenue.	Covered by Case 1426.
10159, Woodstock Taxp. Assn. I. R. T. Co.	Suggests all-day operation of trains on Second Avenue elevated line.	Closed, ill founded, upon report of engineer showing no necessity.
10160, Graff..... N. Y. Rys. Co.	Inadequate service on 23d Street crosstown line between 8:30 and 9:15 A. M.	Dismissed, upon report of engineer showing no excessive overloading.
10161, Tucker.... N. Y. Rys. Co.	Failure to heat Car No. 356 of Broadway-Amsterdam Avenue line, southbound.	Satisfied by company's answer giving reason.
10162, Eberlein.. C. I. & B. R. R. Co.	Insufficient heat in Smith Street cars.	Covered by Case 1426.
10163, LeFebvre... N. Y. Consol. R. R. Co.	Brighton Beach trains devoid of heat.	Covered by Case 1426.
10165, Clapp..... B. H. R. R. Co.	Suggests that Flatbush Avenue cars be run through Fulton street, instead of through Livingston street, going toward Flatbush.	Closed, ill founded, upon report of engineer showing impracticability of re-routing cars.
10166, Resenfeld.. I. R. T. Co.	No heat in elevated trains on all lines.	Covered by Case 1426.
10167, Purnell.... B. H. R. R. Co.	Requests more heat in 16th Avenue surface line cars.	Dismissed, upon report of engineer showing no specific violations of order.
10168, Thomas... D. D. E. B. & Batt. R. R. Co.	Failure to heat cars operating from Post Office, New York, to Williamsburg, Brooklyn.	Satisfied by action of company to heat cars.
10169, Sweeney... N. Y. Rys. Co.	Lack of heat in 14th Street crosstown cars.	Covered by Case 1426.
10170, Ascher.... N. Y. Rys. Co.	Absolutely no heat in Fourth and Madison Avenue cars.	Covered by Case 1426.
10171, Greenberg. N. Y. Rys. Co.	Failure to heat cars on Fourth and Williamsburg Bridge line.	Closed, ill founded, upon report of engineer.
10172, Pipitone... N. Y. Consol. R. R. Co.	Insufficient heat in West End trains and in 65th Street-Bay Ridge Avenue cars.	Covered by Case 1426.
10173, Fraser.... N. Y. Consol. R. R. Co.	West End trains going toward the City unheated.	Covered by Case 1426.

File No., name of complainant and company complained against	Subject	Disposition
10174, Hahn.... N. Y. Consol. R. R. Co.	No heat in West End trains arriving at Park Row.	Covered by Case 1426.
10175, Rohner... I. R. T. Co.	Congestion at 156th Street station on Third Avenue line due to overcrowding of trains.	Dismissed, upon report of engineer showing physical difficulties.
10176, Smith..... N. Y. Rys. Co.	Inadequate service on Broadway-Seventh Avenue line at 44th street and Broadway.	Satisfied by promise of company to increase service.
10177, Morrison... B. H. R. R. Co.	Insufficient service on Fulton Street surface line at Nostrand avenue.	Dismissed, upon statement of company giving reason.
10178, Hogate... N. E. R. R. Co.	Long headways between St. John's Place cars at Sterling place; wait 15 to 25 minutes for a car.	Satisfied by report of engineer showing increased service operated.
10179, Equipment Inspection Bureau. N. Y. Consol. R. R.	Report showing hole about 4 inches square in north end of Fulton Street platform, Fifth Avenue elevated line.	Satisfied by repairs made by the company.
10180, Trauber... B. H. R. R. Co.	Lack of service on Flatbush Avenue line beyond Nostrand avenue, especially during rush hours.	Covered by Case 1794.
10181, Yeaton.... N. Y. Consol. R. R. Co.	Trains marked for Coney Island on West End line are turned back at Ulmer park.	Covered by Case 1706.
10182, Ledwith... N. Y. Consol. R. R. Co.	Poor service to Canarsie and City Line in the morning on Broadway elevated and Fulton Street elevated lines.	Covered by Case 1808.
10183, Burr..... B. H. R. R. Co.	Unclean condition of cross-town cars; passengers continually violate spitting ordinance.	Satisfied by action of company to prevent practices as far as practicable.
10184, Egan..... Richmond Lt. & R. R. Co.	Insufficient heat in cars on Elizabethport Ferry line.	Covered by Case 1426.
10185, Vanderveer Park Taxp. Assn. B. H. R. R. Co.	No heat in cars on Nostrand Avenue and Flatbush Avenue lines; complaint of method of despatching cars at Nostrand and Flatbush avenues.	Satisfied by action of company in issuing new instructions to employees.
10186, Labor Council of Greater New York. N. Y. Consol. R. R. Co.	Failure of companies to heat elevated cars during winter.	Covered by Case 1426.
10187, Blandamer. N. Y. Consol. R. R. Co.	No heat whatever in Brighton Beach trains when they leave King's Highway station.	Covered by Case 1426.
10188, Ellis..... N. Y. Consol. R. R. Co.	Failure to heat West End trains.	Covered by Case 1426.
10189, Staten Island Civic Leag. S. I. Mid. Ry. Co.	Complaint of operation of open shuttle car between Pt. Richmond and Midland Beach during cold weather.	Covered by Case 1760.
10190, Eagle..... 42d St., M. & St. N. Ave. R. R. Co.	No heat in Tenth Avenue branch cars operating on Broadway between 42d and 129th streets.	Covered by Case 1426.
10191, Clark..... N. E. R. R. Co.	Complaint of operating empty cars through Bergen street between Brooklyn and New York avenues.	Dismissed, upon report of engineer showing necessity.

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File No., name of complainant and company complained against	Subject	Disposition
10192, Richardson... L. I. R. R. Co.	Petition requesting that train leaving Flushing at 7 A. M. eastbound be restored.	Dismissed, upon report of engineer showing no demand for train.
10193, Kottman.... D. D., E. B. & Batt. R. R. Co.	Petition requesting additional cars eastbound on Grand Street line between 7:30 and 8:30 A. M.	Closed, ill founded, upon report showing service sufficient.
10194, Transit Bureau. N. E. R. R. Co.	Refusal of conductor on Car No. 5099 of St. John's place to open door for intending passenger.	Satisfied by action of company in disciplining conductor.
10195, Seekamp.... N. Y. Consol. R. R. Co.	Insufficient number of trains on Lexington Avenue line from Cypress Hills to Adams Street station.	Dismissed, upon company answer showing physical limitations.
10196, Hoppock.... N. Y. Rys. Co.	Noise and vibration caused by condition of roadbed on Lexington avenue from 30th street south.	Satisfied by repairs made by company.
10197, Mears..... N. E. R. R. Co.	Suggests that short line cars on Bergen street toward Park Row be started at Rockaway avenue instead of at Albany avenue.	Satisfied by company answer giving explanation.
10198, Hull..... L. I. R. R. Co.	Requests that company be induced to allow commutation from Pennsylvania station to Clarenceville via Woodhaven junction.	Closed, ill founded, upon statement of company showing difficulties.
10199, Zobel..... I. R. T. Co.	Unfair rule to confine time limit to 48 hours for use of block tickets on elevated lines.	Dismissed, with statement to complainant that company is within its legal rights.
10200, Guenther... N. Y. Rys. Co.	Broadway surface cars stopped across the sidewalk at Broadway and Park place.	Covered by Case 1586.
10201, Egbert.... S. I. Mid. Ry. Co.	Complaint of operation of open car on shuttle line from Pt. Richmond to Midland Beach.	Covered by Case 1760.
10202, Fuchs..... Union Ry. Co. I. R. T. Co.	Turning back of White Plains Avenue cars at 198th street, northbound about midnight; long wait for Third Avenue elevated trains at 149th street.	Satisfied by action of company to remedy matters complained of.
10203, Callanan... N. Y. Rys. Co.	Failure to heat Sixth Avenue elevated trains.	Covered by Case 1426.
10204, Massemer... B., Q. C. & Sub. R. R. Co.	Failure of Jamaica Avenue cars to wait for passengers alighting from Myrtle Avenue cars.	Satisfied by company answer showing measures taken to prevent practice.
10205, Shepard.... I. R. T. Co.	Complaint of sending Brooklyn train to South ferry, which caused complainant to miss Long Island Railroad train.	Satisfied by explanation of company.
10206, Johnson.... N. Y. & L. I. Tr. Co.	No heat in Brooklyn-Mineola cars.	Covered by Case 1426.
10208, Lewis..... I. R. T. Co.	Inadequate waiting room facilities at northbound 135th Street station of Ninth Avenue elevated line.	Dismissed, upon report of engineer showing no need at present.
10209, Demarest... B. H. R. R. Co.	Refusal of conductor on a Putnam-Halsey Street car to close ventilators and doors.	Closed, default of complainant.

File No., name of complainant and company complained against	Subject	Disposition
10210, Cypress Hills Board of Trade. L. I. R. R. Co.	Requests additional west-bound train to stop at Railroad avenue between 8:31 and 8:56 A. M.	Closed, ill founded, upon report of engineer showing traffic insufficient.
10211, Bronx County Prop. Own. Assn. I. R. T. Co.	Requests installation of railings along platform at 149th Street subway station.	Satisfied by new arrangements which would lessen crowding.
10212, Furniss..... N. Y. Consol. R. R. Co.	No heat in train of Fifth Avenue-Bay Ridge Avenue line leaving 65th street at 5:02 A. M.	Closed, ill founded, upon report of engineer.
10213, Horan..... Union Ry. Co.	Failure to heat Car No. 209 of Williamsbridge-Mt. Vernon line.	Covered by Case 1426.
10214, Lockwood... N. Y. Consol. R. R. Co.	Refusal of Sea Beach 'buses to stop at Fifth avenue and 60th street.	Dismissed, upon statement of company showing inadvisability of making stop.
10215, Fisher..... N. E. R. R. Co.	Poor service on Church Avenue line after midnight.	Covered by Case 1785.
10216, Benedict.... I. R. T. Co.	Inadequate lighting of elevated stations, especially uptown station at Hector street.	Closed, ill founded, upon report of engineer showing lighting as good as can be had.
10217, Wertheim... N. Y. Rys. Co.	Poor service on Fourth and Madison Avenue line north of 116th street.	Closed, default of complainant.
10218, Meyer..... I. R. T. Co.	Complaint that Third Avenue express train marked for City Hall was switched to Second Avenue tracks at 129th street and continued south as local, making all stops.	Closed, ill founded, upon statement of company giving reason for switching of train.
10219, Williams.... N. Y. Consol. R. R. Co.	Lack of heat in West End trains.	Covered by Case 1426.
10220, Hand..... I. R. T. Co.	Refusal to open doors of a southbound local train at 110th Street station when there was a block, so as to let passengers off.	Dismissed, upon report of engineer.
10221, Forbes..... N. Y. Consol. R. R. Co.	Damage to his house at 537 Franklin avenue caused by vibration of trains on Brighton Beach line.	Closed, ill founded, upon report of engineer showing no ground for complaint.
10222, Transit Bureau. N. E. R. R. Co.	Overloading of St. John's Place cars on Saturday afternoons.	Satisfied by increase in service.
10223, Transit Bureau. I. R. T. Co.	Report that there was but one ticket agent on duty at Atlantic Avenue station of subway at 7:40 P. M., January 14, 1914.	Satisfied by agreement of company to keep on duty two ticket agents.
10224, Green..... B. H. R. R. Co.	Complaint that ticket agent at New York end of bridge returned to complainant a counterfeit half dollar for good one which the latter tendered when ticket agent had no change, Williamsburg Bridge local line.	Satisfied by company answer.
10225, Mortensen.. C. I. & B. R. R. Co. N. E. R. R. Co.	Lack of heat in Smith Street and Flatbush-Seventh Avenue cars.	Covered by Case 1426.
10226, Walker..... N. Y. & Q. C. Ry. Co. N. Y. Consol. R. R. Co.	Unable to obtain seat in car of Corona line at Whitney Avenue, Elmhurst; disregard of rule against smoking on platforms of Myrtle Avenue elevated trains.	Covered by Case 1848.

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File No., name of complainant and company complained against	Subject	Disposition
10227, Transit Bureau. N. E. R. R. Co.	No heat in St. John's Place Car No. 3110, westbound, at Fifth and Atlantic avenues.	Covered by Case 1426.
10228, Embury.... N. Y. Rys. Co.	Unable to transfer from a Ninth Avenue car north at 53d street, after a ride on a 23d Street crosstown car.	Covered by Case 1820.
10229, Levine..... N. Y. Rys. Co.	Failure to make fire in stove of an old Chambers Street crosstown car.	Closed, ill founded, upon report of engineer showing no instances of failure.
10230, Underpinning & Foundation Co. N. Y. Rys. Co.	Defective condition of pavement between rails on Broadway between Howard and Bleecker streets.	Satisfied by repairs made.
10231, Berckmann.. S. I. Rap. Transit R. R. Co.	Poor ventilation in cars on North Shore division previously used for smoking.	Satisfied by new arrangements for ventilation.
10232, Hunt..... B. H. R. R. Co.	Irregular service on Fulton Street line at St. Felix street and Fulton street.	Closed, ill founded, upon report of engineer showing service regular.
10233, Transit Bureau. B. H. R. R. Co.	Report that switch from eastbound rail to Atlantic avenue on Flatbush Avenue line needs permanent repairs.	Satisfied by installation of new switch.
10234, Tippecanoe Club. N. Y. Consol. R. R. Co.	Requests transfers to and from Broadway elevated line at points where surface lines intersect.	Closed, no jurisdiction, with statement to complainant that Commission has in authority.
10235, Kessel..... L. I. R. R. Co.	Failure to provide sufficient number of guards on trains.	Covered by Case 1192.
10236, Sea Beach Club. N. Y. Consol. R. R. Co.	Requests shelter at Avenue "S" on Sea Beach line.	Closed, no action, in view of reconstruction of line.
10237, Killot..... N. Y. Rys. Co., 42d St., M. & St. N. Ave. R. R. Co.	Unable to transfer from Lexington Avenue car to 42d Street crosstown car.	Closed, default of complainant.
10238, Volkhardt... U. S. Express Co.	Failure to provide wagon delivery and pick-up service throughout Staten Island.	Dismissed, upon report of engineer.
10239, Gardiner... 42d St., M. & St. N. Ave. R. R. Co.	Overcrowding on Broadway branch line before and after theatre hours.	Covered by Case 1821.
10240, Transit Bureau. N. Y. & Q. C. Ry. Co.	Overloading on Flushing line.	Dismissed, upon report of engineer.
10241, Equipment Inspection Bureau. B. H. R. R. Co.	Several low joints on Harrison avenue between Lynch and Rutledge streets, Tompkins Avenue line.	Satisfied by repairs made.
10242, Jacobs..... B., Q. C. & Sub. R. Co.	Defective condition of tracks in front of 141 Sumner avenue.	Satisfied by repairs made.
10243, Transit Bureau. N. Y. Consol. R. R. Co.	No glass in either panel of door, no glass in one panel of window, and no knob on door, at 14th Street station of West End line.	Satisfied by repairs made by the company.
10244, Urquhart... Union Ry. Co.	No heat in Jerome Avenue cars en route to Yonkers.	Closed, ill founded, upon report of engineer showing no violations of order.
10245, Bedford Hts. Board of Trade. N. Y. Consol. R. R. Co.	Complaint that Brighton Beach trains are run empty from Fulton ferry to Kings highway.	Dismissed, with explanation to complainant.

File No., name of complainant and company complained against	Subject	Disposition
10246, Thompson.. I. R. T. Co.	Requests drip pans under southbound track at 177th Street station of subway.	Closed, ill founded, upon report of engineer showing no need for drip pans at place requested.
10247, Newtown High School. L. I. R. R. Co.	Suggests that 8:38 A. M. train on North Shore Division from Long Island City, reaching Winfield at 8:56 A. M., continue one more mile to Elmhurst.	Dismissed, upon report of engineer, with statement to complainant.
10248, Callahan.... N. Y. Consol. R. R. Co.	Total lack of heat in West End trains en route to Ulmer Park.	Covered by Case 1426.
10249, Blair..... N. Y. Rys. Co., Belt Line Ry. Corpn., D. D., E. B'way. & Batt. R. R. Co.	Refusal to accept Belt Line car transfer on Grand Street line; requests better transfer facilities at Ninth avenue and 53d street, at 13th street and Eighth avenue, and at Fourth street and Sixth avenue.	Satisfied by statement to complainant explaining transfer privileges.
10250, Johnston... N. E. R. R. Co.	Complaint that St. John's Place cars marked for Borough Hall are turned back at Atlantic avenue.	Satisfied by company answer.
10251, Gorman..... B., Q. C. & Sub. R. R. Co.	Overcrowding on Reid Avenue surface line.	Covered by Case 1785.
10252, Gow..... L. I. R. R. Co.	Complaint that trains leaving Hempstead in the morning arrive late at Flatbush avenue, causing workers to lose pay for lateness.	Dismissed, upon report of engineer showing delays due to repairs along line.
10253, Transit Bureau. N. E. R. R. Co.	Reckless operation of Car No. 4192 of St. John's Place line; motorman left front door open making car cold.	Satisfied by action of company in disciplining employee concerned.
10254, Wyckoff.... Erie R. R. Co.	Excessive charge for storage of a shipment, caused by agent refusing to deliver shipment to baggage company which had not proper identification.	Closed, ill founded, upon report of engineer that company was within its rights.
10255, Kensington & Parkville Imp. League. N. Y. Consol. R. R. Co.	Requests that crossings be established at West street and at Cortelyou road on Culver line.	Dismissed, upon report of engineer that crossings would be hazardous.
10256, Homestead Civic Assn. N. Y. Consol. R. R. Co.	Overcrowding of Lexington Avenue elevated trains from Park Row, partly due to handling of newspaper bundles.	Dismissed, upon report of engineer.
10257, Juskow..... I. R. T. Co.	Requests additional stairway at 28th Street station of Third Avenue elevated line.	Dismissed, in view of third-tracking of line.
10258, Downtown Taxpayers' Assn. Bk. & No. River R. R. Co.	Refusal to issue transfers on Brooklyn and North River cars to Brooklyn lines when passengers board on Brooklyn side of Manhattan bridge.	Dismissed, with statement to plainant that company is within its rights.
10259, Amsterdam. N. Y. Rys. Co.	Failure of Metropolitan crosstown cars to stop at Delancey and Ridge streets in the morning.	Satisfied by measures taken by company to prevent practice.
10260, Osmer..... N. Y. Rys. Co.	Inadequate service to West 42d Street ferry on 34th Street crosstown line.	Satisfied by increase in service.

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File No., name of complainant and company complained against	Subject	Disposition
10261, Duryea..... B. H. R. R. Co.	Inadequate service on 65th Street-Ft. Hamilton Avenue line during non-rush hours and on Sundays.	Covered by Case 1785.
10262, Randnits.... Third Ave. Ry. Co.	No shelter at 162d street, and no sign at 129th street to indicate location of waiting room, Broadway - Kingsbridge line.	Satisfied by action taken by company to remedy conditions.
10263, Ozone Park Board of Trade. L. I. R. R. Co.	Complaint that water pipe has been leaking for some time at Ozone Park station; other physical defects.	Satisfied by repairs made by company.
10264, Fraser & Henschel. N. Y. Rys. Co.	Refusal to accept Broadway line transfer on Lexington Avenue car at 14th street.	Closed, ill founded, upon report of engineer.
10265, Wihnyk..... N. Y. Consol. R. R. Co.	Turning back West End trains marked for Coney Island at Ulmer Park.	Covered by Case 1808.
10266 Constantine. I. R. T. Co.	Insufficient number of Third Avenue elevated trains operated to South ferry.	Closed, ill founded, upon report of engineer showing track limitations.
10267, Betts..... N. Y. Rys. Co.	No heat in Broadway surface cars.	Dismissed, upon report of engineer.
10268, Axtmann et al. Union Ry. Co.	Petition requesting waiting room at West Farms Square, which is transfer point for five lines.	Dismissed, upon report of engineer showing Borough authorities unwilling to give permit.
10269, Nolan..... N. Y. Consol. R. R.	Failure of Brighton Beach train to stop at Vanderbilt Avenue station.	Satisfied by explanation of company giving reason.
10270, Van Brunt.. B. H. R. R. Co. Co.	Insufficient number of cars operated on 65th Street-Ft. Hamilton Avenue line in late afternoon and early morning.	Covered by Case 1785.
10271, Weinberg... N. Y. Rys. Co.	Complaint that Broadway-Amsterdam Avenue cars marked for 125th street are turned back at 117th street, northbound.	Satisfied by company answer.
10272, Henry..... B. H. R. R. Co.	Insufficient service operated on Greene and Gates Avenue line.	Satisfied by promise of company to increase service.
10273, O'Gorman... I. R. T. Co.	Disgraceful crowding on 23d Street station of Third Avenue elevated line.	Covered by Case 1851.
10274, Fellows..... Bk. & No. River R. R. Co.	Practice of conductors on Brooklyn and North River cars to collect transfers while cars are on Manhattan bridge, causing inconvenience.	Satisfied by new arrangement as to collection of transfers.
10275, Eastland.... L. I. R. R. Co.	Complaint that vibration from heavy freight trains is causing damage to her house at 2074 Eastern Parkway, Brooklyn.	Closed, ill founded, upon report of engineer that there is no unusual noise or vibration.
10276, Ridgewood Park Board of Trade. B. H. R. R. Co. N. Y. Consol. R. R. Co.	Inadequate service on Richmond Hill; cold cars operated on Richmond Hill line; more service needed on Myrtle Avenue elevated line.	Closed, ill founded, upon report of engineer showing no overloading and no violations of heating order.
10277, Grosvenor.. 5th Ave. Coach Co.	Inadequate service above 90th street, buses turned back, leaving crowds waiting in street.	Satisfied by answer of company.

File No., name of complainant and company complained against	Subject	Disposition
10278, Woman's Municipal League, Flatbush Br. B. H. R. R. Co.	Overcrowding of Ocean Avenue cars in the summer; suggests changes in operation of Flatbush Avenue line.	Covered by Case 1880.
10279, Band..... N. Y. Consol. R. R. Co.	Long headways between trains on Lexington Avenue elevated line to Cypress Hills.	Satisfied by increase in service.
10280, Terriberry.. N. Y. Rys. Co.	Complaint that Lexington Avenue car marked for 99th street was turned back at 81st street.	Satisfied by explanation of company.
10281, Central Mercantile Assn. I. R. T. Co.	Requests additional stairway at southwest corner of 14th Street station, Ninth Avenue elevated line.	Dismissed, in view of reconstruction work.
10282, Transit Bureau. N. Y. & Q. C. Ry. Co.	Inadequate service during non-rush hours and on Saturday afternoons on Steinway line.	Covered by Case 1848.
10283, Transit Bureau. B. H. R. R. Co.	Inadequate service on Third Avenue surface line.	Dismissed, upon report of engineer.
10284, Stodola..... I. R. T. Co.	Complaint that train leaving Atlantic Avenue station of the subway at 5:41 P. M. skipped Hoyt Street station.	Satisfied by company answer that employees concerned were disciplined.
10285, Fahys..... N. Y. C. & H. R. R. Co.	Noise and racket in Main line tunnel on Park avenue during the night, caused by piling of bolts and plates.	Satisfied by answer of company.
10286, White..... N. E. R. R. Co.	Complaint that some of the Bergen Street cars are diverted from Bergen street to Washington avenue, with result that service is poor west of Washington avenue.	Closed, ill founded, upon report of engineer showing no re-routing of cars.
10287, Gaynor..... B. Q. C. & Sub. E. R. Co.	Suggests that trolley station on Broadway be moved from Keap street to Rodney street.	Closed, ill founded, upon report of engineer showing no warrant.
10288, Bedell..... S. I. Ry. Co.	Complaint that private crossing just east of James LaForge's feed store has been closed up by company without authority, Perth Amboy division.	Closed, no jurisdiction.
10289, Lesser..... N. Y. Consol. R. R. Co.	Requests shelter station at Bay 50th street on West End line.	Dismissed, upon report of engineer showing very little need for shelter.
10290, South Jamaica Civic Assn. N. Y. & L. I. Tr. Co.	Cars on Brooklyn-Mineola line are unheated.	Covered by Case 1426.
10291, Ellis..... N. Y. Consol. R. R. Co.	Excessive overcrowding on Centre Street loop trains.	Covered by Case 1864.
10292, Smith..... B. H. R. R. Co. N. Y. Consol. R. R. Co.	Failure of Lorimer Street cars to await for passengers alighting from Brighton Beach trains at Prospect Park station; refusal to accept transfer from Lorimer Street car on Brighton Beach train after a ride on Putnam Avenue line.	Satisfied by explanation to complainant for failure to hold Lorimer Street cars and of transfer arrangements.
10293, Slattery.... N. Y. Rys. Co.	Noisy operation of cars on Broadway in front of No. 804 Broadway.	Satisfied by repairs made.

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File No., name of complainant and company complained against	Subject	Disposition
10294, Fifteenth A. D. Democratic Club. B. H. R. R. Co. N. Y. Rys. Co.	Lack of service in the morning to 10th and 23d Street ferries at foot of Greenpoint avenue, Brooklyn; long headways between cross-town cars, Brooklyn; poor service on 23d Street crosstown line to East 23d street, N. Y.	Covered by Case 1880.
10295, Brooklyn Civic Committee. B. H. R. R. Co.	Lack of ventilation in cars of 5000 type operated by Brooklyn Heights Railroad Company.	Dismissed, upon report of engineer showing changes to be made.
10296, Ikleheimer.. N. Y. Rys. Co.	Complaint that Car No. 3101 of Lexington Avenue line marked for 23d street and Broadway was turned back at 23d street and Lexington avenue.	Satisfied by company answer explaining reason.
10297, Morton..... I. R. T. Co.	Complaint that southbound Sixth Avenue elevated train leaving 18th street about 6:20 P. M., skipped 14th Street and Eighth Street stations without notice to passengers.	Satisfied by explanation made by company.
10298, Boes..... S. I. Mid. Ry. Co.	Overcrowding of Silver Lake car leaving St. George for Port Richmond about 4:05 P. M.	Covered by Case 1772.
10299, Baron..... N. E. R. R. Co.	Need of crossing at 46th street and New Utrecht avenue on West End line.	Dismissed, upon report of engineer showing difficulties in connection with reconstruction work.
10300, Dressinger... S. I. Ry. Co.	Station at Grasmere on Perth Amboy Division is locked at 8 P. M.	Satisfied by arrangements made by company to keep station open nights.
10301, McCafferty.. C. I. & Bk. R. R. Co.	Protests against practice of keeping front doors of cars latched.	Satisfied by company answer.
10302, Soles..... N. Y. Rys. Co.	Unable to make trip by transfer from Eighth Street car to northbound Sixth Avenue car, thence to Columbus Avenue car at 34th street.	Closed, ill founded, upon statement of company explaining transfer arrangements.
10303, Weinstein... B. H. R. R. Co.	Refusal of conductor No. 1410 on a Greene and Gates Avenue car to refund 5 cents in excess of fare; rode with several friends.	Closed, default of complainant.
10304, Mann..... N. Y. Consol. R. R. Co.	Delays to Broadway trains from Canarsie in the morning at New Lots road where cars are coupled.	Dismissed, upon report of engineer showing no unnecessary delays.
10305, Ben..... B. H. R. R. Co.	Discourtesy of conductor No. 2216 on a Nostrand Avenue car when lady passenger handed him \$2 bill for fare.	Closed, default of complainant.
10306, Harris..... I. R. T. Co.	Lack of heat in Second Avenue elevated trains.	Covered by Case 1426.
10307, Bushwick High School. B. H. R. R. Co. N. Y. Consol. R. R. Co.	Poor service on Greene and Gates Avenue and Myrtle Avenue lines to Ridgewood between 8 and 9 A. M.; elevated trains on Myrtle Avenue line pass stations without stopping.	Covered by Case 1808.

File No., name of complainant and company complained against	Subject	Disposition
10308, Police Dept. N. Y. & Q. C. Ry. Co.	Requests that switch on Jackson avenue opposite Bridge plaza be moved to Second avenue above Jackson avenue.	Dismissed, upon report of engineer showing inadvisability on account of subway work contemplated.
10309, Stewartson.. I. R. T. Co.	Suggests that names and numbers of stations in subway be painted on steel uprights between tracks.	Satisfied by promise of company to make satisfactory arrangements.
10310, Transit Bureau, N. Y. Rys. Co.	Overloading on Chambers Street crosstown line.	Dismissed, upon report of engineer.
10311, Transit Bureau, N. Y. Consol. R. R. Co.	Overloading on Broadway elevated trains between 9:30 A. M. and 4:30 P. M.	Dismissed, upon report of engineer.
10312, Transit Bureau, N. Y. Consol. R. R. Co.	Overloading on Sea Beach line during P. M. hours.	Covered by Case 1706.
10313, Transit Bureau, N. E. R. R. Co.	Operation of shop cars on Vanderbilt Avenue line; derailment of a Fifth Avenue car at Fifth and Flatbush avenues.	Satisfied by explanation of company.
10314, Powers..... N. Y. Consol. R. R. Co.	Petition calling attention to filthy and dirty condition of West End line trains.	Dismissed, upon report of engineer showing trains properly cleaned.
10315, Young..... C. I. & B. R. R. Co.	Inadequate service on De Kalb Avenue line.	Dismissed, upon report of engineer showing service adequate when open cars shall have been put in service.
10316, Rammelkamp N. Y. Consol. R. R. Co.	Long headways between Broadway - Chambers Street trains; overcrowding.	Covered by Case 1884.
10317, Brieger..... Manh. & Qu. Tr. Corporation.	Failure to provide heat in cars on Thompson Avenue line.	Closed, ill founded, upon report of engineer.
10318, Poppert.... B. H. R. R. Co.	Inadequate service on 16th Avenue line.	Covered by Case 1744.
10319, Beckwith.... N. Y. Consol. R. R. Co.	Lack of service on Brighton Beach line; overcrowding.	Covered by Case 1850.
10320, Dalmasse.... N. E. R. R. Co.	Failure to heat St. John's Place cars when put in service in the morning.	Covered by Case 1426.
10321, DeSalvo.... N. Y. Rys. Co.	Long headways between 116th Street crosstown cars which go to 106th street and Amsterdam avenue.	Dismissed, upon report of engineer.
10322, Rindskopf... N. Y. Rys. Co.	Refusal of motorman No. 2739 on a Broadway surface car to stop at corner of Worth street for waiting passengers.	Satisfied by explanation of company.
10323, Lalance & Grosjean Mfg. Co. L. I. R. R. Co.	Discriminatory rates on less-than-carload shipments to and from points on Long Island.	Dismissed, upon report of engineer.
10324, Lifsbey..... N. Y. Rys. Co.	Failure to heat cars on Fourth and Madison Avenue line.	Satisfied by company answer.
10325, Holz..... I. R. T. Co. N. Y. Rys. Co.	Filthy condition of leather straps in subway cars and in surface cars.	Closed, ill founded, upon report of engineer showing adequate arrangements for keeping straps clean.
10326, Canarme Bd. of Trade. N. Y. Consol. R. R. Co. N. E. R. R. Co.	Poor service on Broadway-Canarsie elevated line, also on Hamburg Avenue surface line from Rockaway Avenue car barns to Canarsie.	Dismissed, upon report of engineer showing service adequate.

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File No., name of complainant and company complained against	Subject	Disposition
10327, Reed..... B. H. R. R. Co.	Insufficient service on Flatbush Avenue line.	Covered by Case 1794.
10328, Fradkin..... N. Y. Rys. Co.	Unable to transfer from Ninth Avenue surface car to 59th Street crosstown line because Ninth Avenue cars are operated only to 53d street.	Satisfied by explanation made by the company.
10329, Sparks..... N. Y. Consol. R. R. Co.	Congestion at Atlantic Avenue station of Fifth Avenue elevated line.	Dismissed, upon report of engineer showing new arrangements contemplated.
10330, Collins..... Union Ry. Co.	Long headways between cars on Jerome Avenue line.	Satisfied by arrangements to make service regular.
10331, Morris..... S. I. Mid. Ry. Co.	No service on Silver Lake line during snow storm because company failed to send sweeper along entire route.	Dismissed, upon report of engineer showing inability of company to furnish service.
10332, Conlon..... C. I. & B. R. R. Co.	Inadequate service on De Kalb Avenue line.	Dismissed, upon report of engineer.
10333, Schulman... N. Y. Consol. R. R. Co.	Failure of company to clean snow away from entrance to Livonia Avenue station.	Dismissed, upon report of engineer.
10334, Sands..... 42d St. M. & St. N. Ave. R. R. Co.	Poor service on Broadway branch line from 42d street to 129th street.	Dismissed, upon report of engineer showing conditions due to snow.
10335, Weinberger.. N. Y. Rys. Co.	Inadequate service on Eighth Street crosstown line.	Satisfied by company answer.
10336, Hille..... N. Y. Consol. R. R. Co.	Unable to alight from Broadway elevated trains at Myrtle Avenue station on account of overcrowding.	Covered by Case 1884.
10337, Lewis..... I. R. T. Co.	Suggests that sale of chewing gum in slot machines in subway be stopped; passengers throw gum on station platforms.	Dismissed, upon report of engineer showing platforms cleaned daily.
10338, Hoeber..... 42d St. M. & St. N. Ave. R. R. Co.	Poor service on Broadway branch line.	Covered by Case 1821.
10339, Thonet..... L. I. R. R. Co.	Failure of company to furnish service on Bushwick branch.	Dismissed, upon report of engineer showing interruption to service on account of weather conditions.
10340, Reynolda... N. Y. C. Int. Ry. Co.	Insufficient service operated on Crosstown line to West Farms.	Dismissed, upon report of engineer showing difficulties in connection with sewer construction.
10341, Smith..... B. H. R. R. Co.	Refusal to issue special transfer ticket on Tompkins Avenue line to Brighton Beach elevated line.	Dismissed, Commission having no authority to order such transfers.
10342, Betz..... N. Y. Consol. R. R. Co.	Lack of ventilation and heat in 1000 type of cars operated on West End elevated line.	Dismissed, upon report of engineer.
10343, Brandstein.. N. Y. Consol. R. R. Co.	Elevated pillars in Pitkin avenue and Milford street are dangerous to traffic, Fulton Street elevated line.	Dismissed, in view of reconstruction work.
10344, Lustig..... N. Y. Consol. R. R. Co.	Number of cars to Brighton Beach trains has been reduced, making service inadequate.	Dismissed, upon statement of company that seats are furnished for passengers.
10345, West..... B. H. R. R. Co. C. I. & B. R. R. Co.	Lack of heat in cars on Gates Avenue and De Kalb Avenue lines.	Covered by Case 1426.

File No., name of complainant and company complained against	Subject	Disposition
10846, Transit Bureau. N. Y. Consol. R. R. Co.	Insufficient number of platform men to handle crowds on westbound platform at Bowery station of Centre Street loop line.	Covered by Case 1884.
10847, Transit Bureau. Second Ave. R. R. Co.	Cars marked "96th Street Only" on First Avenue branch of Second Avenue line are sent through to 125th street.	Dismissed, upon report of engineer.
10848, Gillis..... N. Y. Consol. R. R. Co.	Inadequate waiting room facilities at Atlantic Avenue station of Fifth Avenue elevated line.	Satisfied by action of company to make conditions satisfactory.
10849, Byrnes..... N. Y. Consol. R. R. Co.	Complaint of manner of despatching trains at 65th Street terminal; inadequate service on Sundays and holidays.	Covered by Case 1850.
10850, Armann..... N. Y. Consol. R. R. Co.	Long headways between trains on West End line at 62d street.	Dismissed, upon report of engineer showing interferences by reconstruction work.
10851, Well..... N. Y. Consol. R. R. Co.	Delays at stations on Lexington Avenue elevated line due to crowding.	Dismissed, upon report of engineer.
10852, Paxton..... N. Y. Consol. R. R. Co.	Complaint that street has been closed at 11th Avenue and 60th street, by reason of reconstruction work on Sea Beach line.	Dismissed, upon report of engineer.
10853, Johnson..... Third Ave Ry. Co. N. Y. Rys. Co.	No service operated on Broadway - Kingsbridge line to Kingsbridge; company failed to send out sweepers to clear up snow.	Dismissed, upon report of engineer, showing inability of company to cope with situation.
10854, Foster..... N. Y. Consol. R. R. Co.	Overcrowding of Fulton Street elevated trains around 7:25 in the morning.	Dismissed, upon report of engineer showing conditions due to weather.
10855, Irwin..... I. R. T. Co.	Irregular and long headways on shuttle between Third Avenue and Grand Central Station, Third Avenue elevated shuttle.	Closed, ill founded, upon report of engineer showing service regular.
10856, Koenig..... N. Y. C. Int. Ry. Co.	Cars of Crosstown line marked "Unloop" turned back at Westchester Avenue.	Dismissed, upon report of engineer showing necessity on account of sewer construction.
10857, Wagenfahr.. N. Y. & Q. C. Ry. Co.	Requests trolley stop at Polk Avenue and First street, Woodside, L. I.	Satisfied by arrangements of company to make stop.
10858, Fischer..... N. E. R. R. Co.	Inadequate service to Woodhaven on Bergen Street line.	Satisfied by answer of company showing interferences caused by snow-storms.
10859, Transit Bureau. N. Y. Consol. R. R. Co.	Inconvenience caused by nailing one door of waiting room at Franklin Avenue station of Brighton Beach line.	Satisfied by action of company to open door complained of.
10860, Claussen.... C. I. & B. R. R. Co.	Long headways between cars on Smith Street and Franklin Avenue lines at Park Circle.	Closed, ill founded, upon report of engineer showing unusual weather conditions.
10861, Vollers..... N. E. R. R. Co.	Poor service during morning and evening rush hours on Seventh Avenue surface line.	Satisfied by improvements in service.
10862, Hudders..... N. Y. Consol. R. R. Co.	Inadequate service on Brighton Beach line to Park Row.	Covered by Case 1847.
10863, Manley..... N. Y. Rys. Co.	Refusal to accept a block ticket for passage at Barclay Street station of Ninth Avenue elevated line.	Closed, default of complainant.

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File No., name of complainant and company complained against	Subject	Disposition
10364, Roberts.... N. Y. Consol. R. R. Co.	Poor service on Fulton Street elevated line at Grand Avenue station; must change at Atlantic Avenue or Parkway station.	Dismissed, upon report of engineer that complaint is not specific.
10365, Brooklyn Civic Committee. N. Y. Consol. R. R. Co.	Inadequate service on Myrtle Avenue elevated line.	Covered by Case 1808.
10366, Nooney.... Richmond Lt. & E. R. Co.	Lack of sufficient service at St. George, S. I., to meet 2:30 A. M. boat from New York.	Dismissed, upon report of engineer showing service now adequate.
10367, Woman's Municipal League. Third Ave. Ry. Co. I. R. T. Co.	Southbound Kingsbridge cars carry signs "Broadway and 125th Street" although they really operate to 125th street and Third avenue; need of escalator at 155th Street station of Ninth Avenue elevated line.	Closed, default of complainant.
10368, North Side Board of Trade. N. Y. C. & H. R. R. Co.	Requests reduction of fares to 5 cents within City limits.	Dismissed.
10369, Purnell.... B. H. R. R. Co.	Cars of 16th Avenue line marked for 68d street are turned back at Gravesend avenue.	Satisfied by company answer giving explanation.
10370, Barringer... N. Y. Consol. R. R. Co.	Complaint that cars on Chambers Street-Canarsie line are dirty and are a menace to health.	Dismissed, upon report of engineer showing arrangements for keeping cars clean.
10371, Kelly..... B. H. R. R. Co.	Irregular service on Fulton Street surface line; many cars marked for Reid avenue only.	Dismissed, upon report of engineer.
10372, Cary..... B. H. R. R. Co.	Overcrowding on Flatbush Avenue line at Clarendon road.	Covered by Case 1794.
10373, Peck..... N. E. R. R. Co.	Complaint of turning back Church Avenue cars at New Utrecht avenue although marked to go to 39th Street ferry.	Satisfied by company answer giving reason.
10374, Mortensen... I. R. T. Co.	Incivility of some passengers entering subway trains at Atlantic Avenue station.	Closed, ill founded.
10375, Rowe..... I. R. T. Co.	Complaint that but one elevator is operated from 10 A. M. to 4 P. M. at each end of 181st Street station of Broadway subway.	Dismissed, upon report of engineer showing operation of four elevators.
10376, McGrath.... I. R. T. Co.	Requests additional stairways at 80th Street station of Second Avenue elevated line.	Closed, ill founded, upon report of engineer showing no need.
10377, Mohrmann... B. H. R. R. Co.	People of Middle Village cannot transfer to Gates, Bushwick, Union Street or Wyckoff Avenue cars at Ridgewood.	Closed, ill founded, upon report of engineer.
10378, Kramer.... B. H. R. R. Co.	Poor service during morning rush hours on Lorimer Street line; headways 10 to 15 minutes.	Covered by Case 1880.
10379, Walters.... N. E. R. R. Co.	Snow and dirt thrown up on sidewalks and stoops by sweepers, especially at corner of Concord and Adams streets.	Satisfied by company answer.

File No., name of complainant and company complained against	Subject	Disposition
10380, Riordan..... Union Ry. Co.	Long headways between cars on Sedgwick Avenue line; also between cars on Tremont Avenue line.	Satisfied by explanation of company.
10381, Swan..... N. Y. Consol. R. R. Co.	Complaint of poor service and of manner of operation during morning and evening rush hours on Broadway - Chambers Street line.	Covered by Cases 1882 and 1184.
10382, Thompson... Union Ry. Co.	Long headways between Westchester Avenue cars at West Farms.	Satisfied by answer of company showing interferences on account of weather.
10383, Frank..... I. R. T. Co.	Inadequate holiday service in the subway.	Satisfied by company answer showing abnormal conditions.
10384, Graham..... S. I. Rap. Transit Ry. Co.	Many delays to train leaving West New Brighton at 8 A. M., en route to St. George.	Satisfied by answer of company giving explanation.
10385, Grimler..... Peiham Pk. & City R. R. Co.	Requests that attention be given to matter of mono-rail service to City Island.	Covered by Cases 1655 and 1656.
10386, O'Hara..... B. H. R. R. Co.	Suggests establishment of a trolley station at Midwood street on Flatbush Avenue surface line.	Satisfied by action of company to make Midwood Street trolley stop instead of Maple street.
10387, Buckley..... N. Y. C. & H. R. R. Co.	Complaint that the Dolly Varden train from Spuyten Duyvil at 8:15 A. M. very seldom arrives on time at 30th Street station.	Satisfied by promise of company to take measures so that train may arrive on time.
10388, Shipman.... B. H. R. R. Co.	Inadequate through service on Greene and Gates Avenue line to Ridgewood.	Satisfied by action of company increasing service.
10389, Dorner..... B. H. R. R. Co.	Refusal to accept block ticket of Broadway elevated line on Graham Avenue car at Hewes street.	Satisfied by explanation of company; probably an error on part of conductor.
10390, Hogan..... B. H. R. R. Co.	Complaint of poor service on Putnam-Halsey Street line beyond Broadway.	Satisfied by company answer showing unusual conditions on account of the weather.
10391, Brooks..... N. Y. & Q. C. Ry. Co.	Dangerous condition of Car No. 501 on Ravenswood line, especially when crowded.	Satisfied by explanation of company that the car was being operated only temporarily pending renovation of their equipment.
10392, Sudbrink.... N. Y. Rys. Co.	Indifference of men employed as starters at 151st street and Eighth avenue.	Satisfied by company answer.
10393, Gary..... N. Y. Consol. R. R. Co.	Overcrowding of West End trains; many passengers have to stand on car platforms in zero weather.	Satisfied by explanation of company.
10394, Cohen..... N. Y. Consol. R. R. Co.	Inadequate service on Broadway elevated line; slow movement of trains.	Satisfied by company answer; slow movement of trains due to weather conditions.
10395, Dinnet..... N. Y. Consol. R. R. Co.	Poor service on Broadway-Canarsie line to Canarsie.	Satisfied by answer of company explaining conditions.
10396, Stevenson... N. E. R. R. Co.	Insufficient service on St. John's Place line passing New York avenue about 9 A. M.	Satisfied by increase in service to give seats for passengers.
10397, Anson... .. N. Y. Rys. Co.	Had to change three times in order to reach 72d street; boarded car at 125th street.	Dismissed, upon report of engineer.

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File No., name of complainant and company complained against	Subject	Disposition
10398, McGuire.... B. H. R. R. Co.	Overloading of Fulton Street surface cars; unable to board cars at Clason avenue and Fulton street.	Dismissed, upon report of engineer showing service adequate.
10399, Doyle..... L. I. R. R. Co.	Complaint of demurrage charges for coal consigned to L. I. City, which cannot be removed from boats because of weather conditions.	Dismissed, upon report of engineer.
10400, Jones..... B. H. R. R. Co.	Overloading of Flatbush Avenue cars at Atlantic avenue during evening rush hours.	Covered by Case 1794.
10401, Harf et al.. L. I. R. R. Co.	Smoke and soft coal nuisance at Morris Park engine yards.	Satisfied by efforts of company to abate the nuisance.
10402, Muldoon.... C. I. & B. R. R. Co.	Inadequate service on Smith Street line.	Satisfied by promise of company to maintain better service.
10403, Davidson.... S. I. Mtd. Ry. Co.	Failure of Silver Lake Car No. 161 to wait for passengers alighting from train at Port Richmond.	Satisfied by stringent orders of company to discontinue practice.
10404, Pickering... N. Y. Consol. R. R. Co.	Irregular operation of Broadway - Canarsie trains.	Covered by Case 1808.
10405, Bungeiroth... N. Y. Consol. R. R. Co.	Complaint of practice of turning back Broadway-Chambers Street trains at Bowery station.	Satisfied by putting in effect new schedule requiring additional through operation to Chambers street.
10406, Bogard..... N. Y. Consol. R. R. Co.	Insufficient service on Lexington Avenue elevated line between 7 and 8 A. M., especially at Franklin Avenue station.	Dismissed, upon report of engineer showing service adequate.
10407, Ironmonger.. N. E. R. R. Co.	Noise and vibration as cars pass over defective rails on Church avenue, near Westminster road.	Satisfied by repairs made by the company.
10408, Staley..... N. E. R. R. Co.	Refusal of 65th Street-86th Street cars to wait for transferring passengers at 86th street.	Satisfied by measures taken by company to discontinue practice.
10409, Highbridge Taux. Assn. B. Q. C. & Sub. R. Co. B. H. R. R. Co.	Inadequate through service to Jamaica during rush hours on Jamaica Avenue and Myrtle Avenue-Richmond Hill lines.	Covered by Case 1785.
10410, Brieding.... N. E. R. R. Co.	Poor service on Seventh Avenue surface line; cars turned back at Ninth street.	Satisfied by steps taken by company to improve service.
10411, Lodge..... B. H. R. R. Co.	Defective condition of switch in front of 568 Nostrand avenue, Brooklyn.	Satisfied by installation of new switch.
10412, Huerstel.... N. Y. C. & H. R. R. Co.	Requests additional cars to train leaving Melrose at 7:30 A. M.	Satisfied by explanation of company for unusual riding.
10413, Anonymous.. N. Y. Consol. R. R. Co.	Inadequate service on Lexington Avenue line in the morning.	Covered by Case 1777.
10414, Kupfer..... Third Ave. Ry. Co.	Cold cars on 125th Street crosstown line.	Covered by Case 1426.
10415, Cohn..... N. Y. Consol. R. R. Co.	Refusal of company to accept commutation ticket at Coney Island because it was presented after time limit.	Dismissed, upon statement of company that new instructions had been issued governing future use of tickets.
10416, Rasmus..... C. I. & B. R. R. Co.	Long headways between cars on Smith Street line.	Covered by Case 1880.
10417, Well..... N. Y. Rys. Co.	Refusal of motormen on Fourth and Madison Avenue cars to stop for waiting passengers at 62d street.	Satisfied by measures taken by company to discontinue practice.

File No., name of complainant and company complained against	Subject	Disposition
10418, Fitzgerald... B. H. R. R. Co.	Annoyance to passengers by turning back Putnam-Halsey Street cars at Broadway, although marked to go to Wyckoff avenue.	Closed, ill founded, upon report of engineer showing necessity for practice.
10419, Wildner..... C. I. & B. R. R. Co.	Long headways between DeKalb Avenue cars at Cypress and DeKalb avenues.	Closed, ill founded, upon report of engineer showing unusual weather conditions.
10420, Clinton..... West. Elec. R. R. Co.	Complaint that Car No. 100 of Mt. Vernon line was turned back at 242d street, although marked for Mt. Vernon.	Closed, ill founded, upon report of engineer showing necessity on account of delay.
10421, Fairchild.... N. Y. Consol. R. R. Co.	Poor service on Broadway-Canarsie line in the morning; long delays at New Lots road.	Covered by Case 1808.
10422, Quinn..... N. Y. Consol. R. R. Co.	Long headways between trains on Lexington Avenue line to Chambers street.	Closed, ill founded, upon report of engineer showing conditions due to weather.
10423, Van Zandt.. N. Y. Consol. R. R. Co.	Fulton Street elevated train bound for Park Row was turned back at Sands street.	Closed, ill founded, with statement to complainant showing necessity for occasional turning back of trains.
10424, Stowe..... 42d St., M. & St. N. Ave. R. R. Co. N. Y. Rys. Co.	Crossing on west side of Broadway at 42d street is obstructed by cars; also at car barns at 50th street and Seventh avenue.	Satisfied by action of company to remedy conditions.
10425, Buckley..... Bk. & No. River R. R. Co.	Refusal of conductor No. 2259 on a Brooklyn and North River car to issue a block ticket when delay occurred.	Covered by Case 1812.
10426, Brant..... B. H. R. R. Co.	Inadequate service on Fulton Street surface line.	Dismissed, upon statement of company that service furnished is in compliance with order.
10427, Carlson..... N. E. R. R. Co.	Insufficient service on St. John's Place line beyond Kingston avenue and to Borough Hall.	Satisfied by improvements in service.
10428, Ridgewood Pk. Bd. of Trade. L. I. R. R. Co.	Myrtle Avenue station on Manhattan Beach division is wholly unprotected from storms.	Dismissed, upon report of engineer showing no demand.
10429, New Lots Citizens' League. N. Y. Consol. R. R. Co.	Suggests widening of platforms at New Lots Avenue station of Broadway elevated line.	Dismissed, upon report of engineer.
10430, Miller..... N. E. R. R. Co.	Complaint that Seventh Avenue car marked for 20th street was turned back at Ninth street.	Covered by Case 1880.
10431, Fajen..... S. I. Rap. Transit Ry. Co.	Disagreeable practice of employees, who take 6:25 A. M. train from Port Richmond, of congregating in waiting room, and smoking and spitting.	Satisfied by action of company to remedy practice.
10432, Klein..... N. Y. Rys. Co.	Failure to heat Car No. 1503 of Eighth Avenue surface line.	Satisfied by explanation of company.
10433, Leavy et al. N. Y. & Q. C. Ry. Co.	Inadequate and irregular service on College Point line.	Covered by Case 1848.
10434, Snyder..... N. Y. Consol. R. R. Co.	Lexington Avenue elevated trains bound for Park Row are turned back at Sands street.	Covered by Case 1777.

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File No., name of complainant and company complained against	Subject	Disposition
10435, Zaner..... N. Y. Consol. R. R. Co.	Dangerous condition of bridge connecting Livonia Avenue station with Long Island Railroad station, brought about by failure to clear away snow.	Satisfied by steps taken to clear snow away in future.
10436, Myer..... Third Ave Rly. Co.	No heat in Broadway-Kingsbridge cars.	Covered by Case 1426.
10437, Bd. of Aldermen. N. Y. C. & H. R. R. Co.	Resolution requesting better service and lower rates on Harlem division.	Dismissed, upon report of engineer showing conditions on that division.
10438, Bd. of Aldermen. I. R. T. Co.	Resolution calling attention to congestion at 149th Street elevated station of Third Avenue line.	Dismissed, upon report of engineer showing that resolution was not adopted.
10439, Bd. of Aldermen. I. R. T. Co.	Suggests improvement in train service on Second Avenue elevated line.	Dismissed, upon report of engineer showing that resolution was not adopted and service adequate.
10440, Clarke..... N. Y. Consol. R. R. Co.	Requests location of station at Avenue "O" on Brighton Beach line.	Closed, ill founded, upon report of engineer showing no need.
10441, Allied Civic Assns. of Greater Ridgewood and E. D. N. Y. Consol. R. R. Co.	Failure to heat Myrtle Avenue elevated trains.	Closed, ill founded, upon report of engineer showing that company is complying with heating order so far as inspections indicate.
10442, Burke..... N. Y. Rys. Co.	No Broadway-Seventh Avenue surface cars are operated to 59th street after 6 P. M.; transfers from 59th Street line to Seventh Avenue line, and then to Broadway cars at 50th street or 53d street, are refused.	Satisfied by new arrangements of company to accept 59th street transfers on Broadway cars at 50th street after a ride on Seventh Avenue car.
10443, Howell..... I. R. T. Co.	Congestion during non-rush hours in subway; more local trains should be operated above 137th street; requests additional elevators at 168th Street station.	Closed, ill founded, with statement to complainant explaining conditions in detail.
10444, Hull..... L. I. R. R. Co.	No train stopping at Woodhaven Junction on week days between 7:40 and 8:19 A. M.	Dismissed, with statement to complainant that company will include a stop at that station in new timetable.
10445, Transit Bureau. N. Y. C. Int. Ry. Co.	Irregular service on Bronx-Van Cortlandt Park line between 7 and 9:30 A. M. at Kingsbridge road and Jerome avenue.	Satisfied by improvements in the service.
10446, Kenney..... N. Y. N. H. & Hart. R. R. Co.	Annoyance by clouds of smoke from engines stopping under bridge which forms a part of Bronx and Pelham parkway.	Dismissed, upon report of engineer showing intention of company to electrify that section of road.
10447, Collins..... N. Y. Consol. R. R. Co.	Poor service from Nostrand Avenue station between 7:45 and 8:15 A. M., Lexington Avenue elevated line.	Dismissed, upon report of engineer indicating service adequate.
10448, Briggs..... Manh. & Qu. Tr. Corporation.	Failure of Thompson Avenue cars to stop for passengers at Vernon avenue.	Satisfied by instructions to stop all cars at Vernon avenue.
10449, Hafer..... N. Y. Rys. Co.	Refusal of 86th Street cars to take on passengers at Eighth avenue.	Satisfied by answer of company showing conditions caused by snow.

File No., name of complainant and company complained against	Subject	Disposition
10450, Reddall..... N. Y. Consol. R. R. Co.	Overcrowding of Fulton Street elevated trains between 7:30 and 8:30 A. M. at Utica Avenue station.	Dismissed, upon report of engineer showing new schedule to go into effect shortly.
10451, Flatbush Taxp. Assn. B. H. R. R. Co.	Requests extension of Avenue "C" line as crosstown line, to connect with Rogers Avenue, Nostrand Avenue and Utica Avenue lines.	Dismissed, upon report of engineer indicating disinclination of company to get new franchise.
10452, Eberlein..... C. I. & B. R. R. Co.	Poor service on Smith Street line between Ninth avenue and Park Circle; headways irregular.	Closed, ill founded, with statement to complainant showing sufficient service operated.
10453, Simon..... I. R. T. Co.	Very slow service on Third Avenue elevated line in the morning.	Dismissed, with statement to complainant explaining conditions.
10454, Mannie..... L. I. R. R. Co.	Failure to clear away water from approach to station at Benedict avenue.	Closed, no jurisdiction.
10455, Adams..... C. I. & B. R. R. Co.	Inadequate service on Smith Street line; cars turned back at Park Circle.	Closed, ill founded, with statement to complainant of service operated.
10456, Cosgrove..... Manh. & Qu. Tr. Corporation.	Protests against operation of cars across Manhattan bridge, which have no vestibules for motor-men.	Closed, ill founded, upon report of engineer.
10457, Heyer..... S. I. Rap. Transit Ry. Co.	Delay to 4:27 train from Ft. Wadsworth station, caused by freight cars blocking road; missed 4:45 P. M. boat.	Satisfied by explanation of company.
10458, Heryeson.... C. I. & B. R. R. Co.	Long headways between Smith Street cars.	Closed, ill founded, upon report of engineer showing service sufficient for traffic.
10459, Martin..... N. Y. Rys. Co.	Complaint that 23d Street crosstown cars marked for West 23d street are turned back at Broadway.	Satisfied by explanation of company showing delays cause for turning back cars.
10460, Sander..... N. Y. Rys. Co.	Inadequate service north-bound on Fourth and Madison Avenue line between 11 P. M. and 1 A. M., especially between 86th and 135th streets.	Satisfied by improvements in service.
10461, Borough Pk. Hts. Civic Assn. N. Y. Consol. R. R. Co.	Insufficient service on West End line.	Covered by Case 1706.
10462, Highlawn Citizens' Assn. N. Y. Consol. R. R. Co.	Petition requesting temporary station at 16th avenue on Sea Beach line; temporary shelter at Avenue "S" and at Avenue "U"; transfers to be issued from Sea Beach to West End line toward Coney Island.	Satisfied by statement of company.
10463, Burrell..... N. Y. Consol. R. R. Co.	Inadequate service on Brighton Beach line on Sundays.	Satisfied by improvements in service.
10464, Healy..... N. Y. Consol. R. R. Co.	Complaint of turning back Brighton Beach trains at Sands street.	Covered by Case 1777.
10465, Andrews.... B. H. R. R. Co.	Refusal of Car No. 5005 of Greene and Gates Avenue line to stop at Quincy street upon signal.	Satisfied by action of company in reprimanding employee concerned.

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File No., name of complainant and company complained against	Subject	Disposition
10466, Northwestern Bronx Prop. Own. Assn. Union Ry. Co.	Failure of company to send sweepers over Sedgwick avenue north of Kingsbridge road during snow storm.	Dismissed, upon promise of company to prevent similar occurrence.
10467, Tapley Co... I. R. T. Co.	Requests additional stairway at downtown Warren Street station of Ninth Avenue elevated line.	Closed, ill founded, upon report of engineer showing no need for additional stairway.
10468, Meyer..... I. R. T. Co.	Complaint that Guard No. 2861 of Third Avenue elevated line assaulted her as train left 42d Street station	Closed, default of complainant.
10469, Pequet..... N. Y. Rys. Co.	No service operated on Sixth Avenue Ferry line; no service in vicinity.	Dismissed, upon report of engineer showing unusual weather conditions.
10470, Anderson.... I. R. T. Co.	Incivility of Guard 6784 on subway train leaving Brooklyn bridge.	Satisfied by action of company in disciplining guard.
10471, Starrett.... B. H. R. R. Co.	Practice of inspector at Nostrand Avenue annoying when he charges signs of Greene and Gates Avenue cars from Park Row to Borough Hall.	Dismissed, upon statement of company explaining conditions.
10472, Sparling.... B. H. R. R. Co.	Overcrowding of Flatbush Avenue cars.	Covered by Case 1880.
10473, Cairns..... B., Q. C. & Sub. R. R. Co.	Overcrowding of Jamaica Avenue cars after midnight; long headways.	Satisfied by increased service.
10474, Long..... N. Y. Consol. R. R. Co.	Insufficient number of cars to Fulton Street elevated trains; indecent overcrowding.	Satisfied by report of engineer explaining manner of operation.
10475, Parker..... B. H. R. R. Co.	Poor service on Tompkins Avenue line; many cars turned back.	Covered by Case 1880.
10476, Price..... N. Y. Consol. R. R. Co.	Overcrowding on Brighton Beach line during morning rush hours.	Dismissed, with statement to complainant that congestion is caused by weather conditions.
10477, Hauspurg... Adams Express Co.	Refusal of company to make good for loss of an oiler.	Satisfied by settlement by company for \$7.
10478, Harlem Bd. of Commerce. I. R. T. Co.	Requests station at 120th Street and Eighth Avenue on Ninth Avenue elevated line.	Covered by Case 1833.
10480, Rich..... N. Y. Rys. Co.	Complaint that Eighth Avenue Car No. 24 marked for 145th street was turned back at 116th street.	Satisfied by explanation of company showing unusual weather conditions.
10481, Hein..... N. Y. Consol. R. R. Co.	Poor service on Fifth Avenue-Bay Ridge elevated line from 65th street in the morning.	Dismissed, upon report of engineer showing conditions.
10482, Knightly Club. I. R. T. Co.	Dangerous congestion at 149th Street stairway of Third Avenue elevated line.	Dismissed, in view of third-tracking the line.
10483, Unionport Taxp. Assn. N. Y. C. Int. Ry. Co.	Cars marked "Unionport" are turned back at Westchester avenue. Cross-town line.	Satisfied by company answer showing weather conditions the cause.
10484, Unionport Taxp. Assn. Union Ry. Co.	Insufficient number of cars operated on Westchester Avenue line from 128th street to Westchester.	Closed, ill founded, upon report of engineer.
10485, Unionport Taxp. Assn. Union Ry. Co.	Request that company be ordered to accept transfers from any line coming from 128th street on northbound Westchester Avenue cars.	Satisfied by explanation of company.

File No., name of complainant and company complained against	Subject	Disposition
10486, Dillman.... B. H. R. R. Co.	Overcrowding of Fulton Street surface cars to East New York after 5 P. M.	Dismissed, upon report of engineer.
10487, Transit Bureau. N. Y. & Q. C. Ry. Co.	Poor service on Dutch Kills line during non-rush hours; long headways.	Covered by Case 1848.
10488, Dept. of Health. N. Y. Consol. R. R. Co.	Lack of ventilation in toilets at Canal Street and Bowery stations, Centre Street Loop line.	Satisfied by installation of fans.
10489, Kreis..... B. H. R. R. Co. N. E. R. R. Co.	Inadequate service on Nosstrand Avenue and St. John's Place lines during all hours of the day.	Satisfied by operation of open cars which give adequate service.
10490, Johnston.... I. R. T. Co.	Requests additional service on Sixth Avenue elevated line between 23d street and 42d street.	Satisfied by rearrangement of schedule to give better service.
10491, Kahan Construction Co. C. I. & B. R. R. Co.	Outrageous service on DeKalb Avenue line.	Closed, ill founded, upon report of engineer showing service sufficient.
10492, Marguard... B. H. R. R. Co.	Complaint that Car No. 3533 of Fulton Street line was marked "Cypress Hills," but was turned back at East New York.	Dismissed, upon report of engineer.
10493, Lewis..... N. E. R. R. Co.	Inadequate through service to 20th street on Seventh Avenue surface line.	Covered by Case 1880.
10494, Wake..... N. Y. Steam Co.	Excessive charge for steam at 43 East 57th street.	Satisfied by explanation showing inefficient system for use of steam.
10495, Towers..... N. Y. Consol. R. R. Co.	Fulton Street express trains marked for Park Row are turned back at Sands street.	Satisfied by company answer.
10496, Forest Pk. Taxp. Assn. N. Y. Consol. R. R. Co.	Requests Commission to take action so that there may be adequate toilet facilities at elevated stations.	Dismissed, with statement to complainant that matter will be taken care of in reconstruction of lines.
10497, Kohl..... B. H. R. R. Co.	Complaint that cars marked "Wyckoff Avenue" on Putnam-Halsey Street line are turned back at Halsey street and Broadway.	Satisfied by answer of company giving reason.
10498, Kneirim.... 42d St., M. & St. N. Ave. R. R. Co.	Irregular service on 42d Street crosstown line.	Satisfied by improvements in service.
10499, Sayers City Island & Pelham Pk. R. R. Co.	Requests that company be ordered to reconstruct monorail line.	Covered by Cases 1655 and 1656.
10500, Transit Bureau. I. I. R. R. Co.	Dangerous conditions at Rockaway road grade crossing, Ozone park.	Dismissed, in view of grade crossing elimination.
10501, Jamaica So. Imp. Assn. I. I. R. R. Co.	Requests shelter at Locust Avenue station, west-bound, Long Beach line.	Satisfied by arrangements made to provide shelter.
10502, Hoffman.... I. I. R. R. Co.	Requests discontinuance of practice of sending a freight train just ahead of express train due to arrive at Flatbush avenue at 6:15 A. M.	Satisfied by arrangements to discontinue operation of freight train.
10503, Brown..... I. I. R. R. Co.	Failure to hold 12:20 A. M. train from Long Island City until arrival of boat.	Satisfied by explanation of company.
10504, Flushing Assn. I. I. R. R. Co.	General complaint of service on North Side division.	Covered by Case 1815.

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File No., name of complainant and company complained against	Subject	Disposition
10505, Fiske Terrace Assn. N. Y. Consol. R. R. Co.	Failure of guard to turn on lights in Brighton Beach Car No. 206 until after train left Woodruff avenue about 9:10 A. M.	Satisfied by instructions to turn on lights between Park Place and Church Avenue stations.
10506, Alexander... I. R. T. Co.	Narrowly escaped being pushed from platform to track at point where there were no railings, Grand Central station; dangerous congestion.	Satisfied by assignment of additional platform men.
10507, McGarvey... L. I. Elec. Ry. Co.	Lack of heat in Far Rockaway line cars in the morning.	Covered by Case 1426.
10508, Schultheis... N. Y. Consol. R. R. Co. B. H. R. R. Co.	Long headways between trains on Bay Ridge line past Fulton Street station; overloading of 65th Street-Ft. Hamilton cars at 65th street.	Dismissed, upon report of engineer.
10509, Schultheis... B. H. R. R. Co.	Long headways between cars on 65th Street-Ft. Hamilton line.	Covered by Case 1785.
10510, Pitcher... N. Y. & Q. C. Ry. Co.	Long headways between cars on Corona line.	Covered by Case 1848.
10511, Smith... N. Y. Consol. R. R. Co.	Overcrowding of Brighton Beach elevated trains between 5 and 7 P. M., at Flatbush Avenue station.	Covered by Case 1847.
10512, Scott... B. Q. C. & Sub. R. R. Co.	Complaint that regular 4 A. M. car on Jamaica Avenue line arrived at Ocean View avenue at 3:56 A. M. and left before 4 A. M.	Satisfied by explanation of company.
10513, Regent Theatre. N. Y. Rys. Co.	Reckless operation of Columbus-Lenox Avenue cars during night at 118th street.	Satisfied by disciplinary measures taken by the company.
10514, Hinchman... N. Y. Rys. Co.	Careless operation of Broadway-Amsterdam Avenue cars.	Closed, ill founded, with statement to complainant.
10515, Watteringer. Union Ry. Co.	Refusal of Car No. 704 of Sedgwick Avenue line to stop for passenger, who has to go about on crutches, at 161st street and Courtlandt avenue.	Satisfied by explanation of company.
10516, Castell... N. Y. Rys. Co.	Unable to transfer from 59th Street crosstown line to Ninth Avenue line.	Covered by Case 1820.
10517, Kensington & Parkville Imp. League. N. Y. Consol. R. R. Co.	Protests against fence which obstructs crossing at 14th avenue, New Utrecht avenue and 37th street, Culver line.	Dismissed, in view of grade crossing elimination.
10518, Nanz... N. Y. Rys. Co.	Insufficient service on 14th Street crosstown line to Tenth avenue, westbound.	Satisfied by company answer.
10519, Taylor... C. I. & B. R. R. Co.	Long headways between Franklin Avenue cars at Ocean and Parkside avenues.	Satisfied by statement of company showing no standing passengers; delays caused by interference with line.
10520, Bender... I. R. T. Co.	Slow movement of elevators at 116th Street station of Ninth Avenue elevated line.	Satisfied by answer of company.
10521, Lewis... N. Y. Consol. R. R. Co.	Poor service on Brighton Beach line to Park Row.	Covered by Case 1847.
10522, Wright... N. Y. Consol. R. R. Co.	Only 5-car trains operated on Fulton Street elevated line at 8:30 A. M.	Dismissed, with statement to complainant indicating relief expected soon.

File No., name of complainant and company complained against	Subject	Disposition
10523, Dempsey.... Union Ry. Co.	Lack of heat in Williams-bridge cars.	Covered by Case 1426.
10524, Birmingham. Union Ry. Co.	Incivility of conductors and motormen on St. Ann's Avenue cars, who make practice of annoying teachers, also on 138th Street crosstown line.	Closed, default of complainant.
10525, Transit Bureau. N. Y. Consol. R. R. Co.	Requests opening of gate at south end of south-bound Livonia Avenue station between 5 and 7:30 to provide additional exit to Junius street.	Satisfied by arrangements to keep gate open.
10526, Transit Bureau. Union Ry. Co.	Lack of destination signs on Southern Boulevard cars.	Satisfied by action of company in equipping cars with signs.
10527, Platt..... C. I. & B. R. R. Co.	Inadequate service on Smith Street and Franklin Avenue lines beyond Park Circle.	Satisfied by instructions to send more cars through.
10528, Stockbridge Belt Line Ry. Corporation. Third Ave. Bridge Co.	Refusal to accept transfer from Queensboro Bridge line on westbound 59th Street crosstown car.	Dismissed, upon report of engineer explaining transfer arrangements.
10529, Volke..... N. E. R. R. Co.	Service on St. John's Place line past Troy avenue very poor in the morning.	Satisfied by improvements in service.
10530, Lefferts Pk. Imp. League. N. Y. Consol. R. R. Co.	Requests that Atlantic Avenue station on Fifth Avenue elevated line be lengthened so that two trains may unload at one time.	Dismissed, upon report of engineer.
10531, Kidder..... N. Y. Rys. Co.	Inadequate service on Seventh Avenue surface line between 50th and 59th streets.	Satisfied by improvements in service.
10532, Cohen..... N. Y. Steam Co.	Excessive bills for steam; requests meter test.	Closed, ill founded, results of test showed that meter was passing more steam than registered.
10533, Taxp. Imp. Assn. of Wind- sor Terrace. C. I. & B. R. R. Co.	Inadequate service on Smith Street surface line.	Closed, ill founded, with statement to complainant that adequate service is being operated.
10534, Graef..... Hud. & Manh. R. R. Co.	Strong draughts of wind at entrance to Christopher Street station; dangerous to health.	Closed, ill founded, upon statement of company showing difficulties experienced.
10535, Delaney..... Penna. R. R. Co.	Exorbitant charge for storage of umbrella at Pennsylvania station.	Closed, dormant.
10536, Benes..... N. Y. & Q. C. Ry. Co.	Unnecessary delay to car at Kelly avenue and Eighth street, Winfield, when truck was stalled on track.	Dismissed, upon report of engineer showing no unnecessary delay.
10537, Dromeshaus- er. I. R. T. Co.	Great congestion at 50th Street station of Ninth Avenue elevated during P. M. rush hours; stairway crowded.	Dismissed, with statement to complainant explaining conditions.
10538, Baker..... C. I. & B. R. R. Co.	Inadequate service on De Kalb Avenue surface line.	Closed, ill founded, upon report of engineer showing service adequate.
10539, Jerkowski... Westcott Ex. Co.	Excessive charge for carrying two trunks from East 58th street to West 115th street.	Satisfied by statement of company that charge was in accordance with published tariff.

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File No., name of complainant and company complained against	Subject	Disposition
10540, Parkville Club. C. I. & B. R. R. Co.	Complaint of reduction in service on Smith Street surface line.	Closed, ill founded, with statement to complainant that service has not been reduced.
10541, North..... B. H. R. R. Co.	Failure of Bay Ridge Avenue surface cars to wait for alighting passengers from trains at 65th street.	Satisfied by answer of company.
10542, Sharp..... B. H. R. R. Co.	Noise and jar caused by cars passing over broken rail at corner of Tompkins avenue and Macon street.	Satisfied by repairs made by company.
10543, Transit Bureau. I. R. T. Co.	Irregular headways between northbound Second Avenue elevated trains past 34th street between 10 A. M. and 4:30 P. M.	Satisfied by improvements in service.
10544, Transit Bureau. Union Ry. Co.	Overloading and irregular headways on Williams-bridge line.	Satisfied by improvements in service.
10545, Brooks Bros. N. Y. Rys. Co.	Failure of northbound Broadway surface cars to stop at 22d street.	Satisfied by explanation to complainant.
10546, Narins..... N. Y. Rys. Co.	Unable to transfer from Avenue "C" line to northbound Fourth and Madison Avenue car.	Dismissed, upon report of engineer.
10547, Brooklyn Civic Committee. N. Y. Consol. R. R. Co.	Complaint that pillars at Chambers Street, Canal Street and Bowery stations are being defaced by pencil markings.	Satisfied by action of company in thoroughly cleaning all pillars at those stations.
10548, Transit Bureau. N. Y. Consol. R. R. Co.	Poor method of issuing transfers at 84th Street station of West End line to 65th Street-Bay Ridge cars.	Satisfied by new arrangements for issuing transfers.
10549, Transit Bureau. N. Y. Consol. R. R. Co.	Inadequate service on Brighton Beach elevated line during certain periods of the day.	Dismissed, upon report of engineer.
10550, Transit Bureau. N. Y. Consol. R. R. Co.	Calls attention to reduction in number of cars to Lexington Avenue elevated trains.	Covered by Case 1882.
10551, Transit Bureau. N. Y. Consol. R. R. Co.	Overloading on Myrtle Avenue elevated line.	Dismissed, upon report of engineer.
10552, Phillips..... N. E. R. R. Co.	No heat in Fifth Avenue surface cars.	Closed, ill founded, upon report showing compliance with order of Commission.
10553, Local Bd. of Crotona. N. Y. C. & H. R. R. Co.	Resolution requesting reduction in fares and increase in service on Harlem division.	Dismissed, upon report of engineer showing no warrant for demands.
10554, Local Bd. of Crotona. I. R. T. Co.	Resolution requesting relief at 149th Street station of Third Avenue elevated line, where conditions are dangerous during rush hours.	Satisfied by arrangements to widen platform and construction of additional stairway.
10555, Real Estate Management Co. N. Y. C. & H. R. R. Co.	Noise in tunnel during night, clanging of rails, shouting of men, etc., in front of 480 Park avenue.	Satisfied by company answer stating that repair work has been completed.
10556, Schwartzman N. E. R. R. Co.	Complaint that St. John's Place cars marked for Buffalo avenue are turned back at Kingston avenue.	Satisfied by explanation of the company.

File No., name of complainant and company complained against	Subject	Disposition
10557, Transit Bureau. N. E. R. R. Co.	Refusal of conductor on Car No. 2700 of Fifth Avenue surface line at 46th street to open door and take on waiting passengers.	Satisfied by action of company in disciplining conductor.
10558, McConnell... I. R. T. Co.	No protection over third rail under platform at Times Square subway station.	Satisfied by steps taken to eliminate danger.
10559, Bronx County Prop. Own. Assn. Union Ry. Co.	Requests operation of one or two additional cars on 163d Street cross-town line during night.	Satisfied by improvements in service.
10560, 46th St. Progressive Assn. I. R. T. Co.	Requests new station at 46th street on Sixth Avenue elevated line.	Closed, ill founded, with statement to complainant showing no need for a station at that location.
10561, Mattison.... N. Y. Rys. Co.	Improper wording of Eighth Avenue surface line transfer so as to permit trip from Eighth Avenue car to 59th Street car, and then to Sixth avenue.	Closed, ill founded, with statement to complainant explaining transfer arrangements.
10562, Fickling.... N. Y. Consol. R. R. Co.	Requests that express trains on Brighton Beach line make stop at Beverly Road station.	Covered by Case 1847.
10563, Hoffman.... N. E. R. R. Co.	Vibration caused by Hamburg Avenue cars passing over defective track in front of house on Cooper street between Bushwick avenue and Broadway.	Satisfied by repairs made by company.
10564, Johnston.... N. Y. Consol. R. R. Co.	Complaint of reduction in service on Fulton Street elevated line from Utica Avenue, Summer Avenue and Tompkins Avenue stations during morning rush hours.	Dismissed, upon report of engineer.
10565, Washington Hts. Taxp. Assn. I. R. T. Co.	Dangerous overcrowding at north end of 181st Street subway station during morning rush hours.	Satisfied by arrangements to stop trains at station in such manner so that there shall be no overcrowding.
10566, Murphy..... N. Y. Consol. R. R. Co.	Complaint of water dripping from elevated structure at Liberty and High streets.	Satisfied by installation of drip pans.
10567, Transit Bureau. Union Ry. Co.	Evening theatre service on West Farms and Morris Park Avenue lines inadequate.	Satisfied by increase in service.
10568, Washington Hts. Taxp. Assn. I. R. T. Co.	Inconvenience to passengers by changing trains at 137th Street subway station; service inadequate on Broadway division.	Closed, ill founded, upon report of engineer showing service adequate.
10569, Harman..... N. E. R. R. Co.	Failure of St. John's Place cars to stop at Flatbush avenue; passengers miss connections with Long Island Railroad trains on that account.	Satisfied by arrangements to stop cars at that point.
10570, Knauth..... 42d St., M. & St. N. Ave. R. R. Co	Complaint that Cars Nos. 85, 52 and 53 of the Tenth Avenue line were in very dirty condition.	Satisfied by action of company in keeping cars clean.
10571, Manufacturers' & Business Men's Assn. B. Q. C. & Sub. R. R. Co.	Petition requesting trolley station at Rodney street, Broadway line.	Covered by Case 1814.

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File No., name of complainant and company complained against	Subject	Disposition
10572, Bates..... B. H. R. R. Co.	Complaint of manner of loading surface cars on Brooklyn bridge.	Dismissed, handling of traffic on Brooklyn bridge being under authority of Police Department.
10573, Millar..... I. R. T. Co.	Abuse of Guard 01848 at Atlantic Avenue station of subway when his attention was called to his failure to open doors.	Satisfied by action taken by the company.
10574, St. John.... N. Y. Consol. R. R. Co.	Complaint of manner of stopping Brighton Beach elevated trains at stations; of skipping of stations between Church avenue and Franklin avenue and of inadequate service.	Satisfied by explanation of the company.
10575, Braddel.... N. Y. Consol. R. R. Co.	Requests restoration of Fulton Street elevated train from Tompkins Avenue station to Park Row between 8:15 and 8:40 A. M.	Dismissed, with statement to complainant explaining operation of trains.
10576, Mason..... N. Y. Consol. R. R. Co.	Insufficient number of cars to Brighton Beach trains to handle traffic, particularly at Prospect Park station.	Covered by Case 1847.
10577, Schendel.... Fifth Ave. Coach Co.	Inadequate service on Fifth avenue past 72d street between 7:30 and 8 A. M.	Satisfied by promise of company to furnish additional service.
10578, Transit Bureau. B., Q. C. & Sub. R. R. Co.	Poor condition of track on Sumner avenue between Broadway and Ellery street.	Satisfied by repairs made by the company.
10579, Blissville Texp. Assn. L. I. R. R. Co.	Blockading of Greenpoint avenue, between Newtown creek and Review avenue, L. I. C., caused by making up of freight trains on crossing.	Satisfied by action of company to improve conditions.
10580, Bernays.... 42d St., M. & St. N. Ave. R. R. Co.	Noisy operation of Broadway branch cars between 106th and 107th streets; defective tracks.	Covered by Case 1893.
10581, Clancy..... Bk. & No. River R. R. Co.	Abuse of motorman No. 2271 on a Brooklyn and North River car at Hudson street when asked to open door; complainant has artificial leg and paralyzed arm.	Satisfied by action of company.
10582, Israel..... N. Y. Consol. R. R. Co.	Calls attention to stench emanating from toilets on elevated station at 65th street and Third avenue.	Satisfied by action of company to remove cause for complaint.
10583, Weinberg.... B. H. R. R. Co.	Flushing Avenue surface cars marked for Park Row are turned back at Brooklyn bridge.	Dismissed, upon statement of company showing necessity for occasional turning back of cars.
10584, Allied Bodies of Greenpoint. B. H. R. R. Co.	Danger to pedestrians by storage of cars on Manhattan avenue between Box and Clay streets and on Box street between Manhattan avenue and Commercial street.	Covered by Case 1888.
10585, Salmore.... Manhattan Delivery Co.	Excessive charge for delivery of an empty trunk from East 21st street to East 16th street near Avenue "U," Brooklyn.	Closed, no jurisdiction.

File No., name of complainant and company complained against	Subject	Disposition
10586, Transit Bureau. N. Y. C. Int. Ry. Co.	Inadequate rush hour service on 149th Street crosstown line; suggests installation of a switch on 149th street west of Third avenue.	Satisfied by installation of a crossover at point suggested.
10587, Barnett..... 42d St., M. & St. N. Ave. R. R. Co.	Failure of southbound Broadway branch cars to stop at south side of 118th street.	Dismissed, with statement to complainant that cars stop at corner only upon signal.
10588, Blohme..... B., Q. C. & Sub. R. Co.	Nolay operation of Sumner Avenue cars opposite 1012 Myrtle avenue; broken rail.	Satisfied by repairs made by the company.
10589, Byrne..... N. E. R. R. Co.	Poor service on Vanderbilt Avenue line from Park Row between 8 and 9 P. M.	Covered by Case 1880.
10590, Woodstock Texp. Assn. I. R. T. Co.	Dangerous congestion at 149th Street station of elevated line; suggests guard rails.	Satisfied by arrangements of company to widen platform and to construct new stairway.
10591, People's Club of Bronx County. I. R. T. Co.	Nolay operation of trains at Jackson Avenue station of subway; thinks trains should run slowly.	Closed, ill founded, upon report of engineer showing track and rolling stock in good condition.
10592, Jolly et al. N. Y. Consol. R. R. Co.	Petition requesting 20-minute headway on Lexington Avenue elevated line during early morning hours.	Satisfied by action of company to reduce headway to 20 minutes.
10593, Graef..... I. R. T. Co.	Suggests moving of 169th Street elevated station to 168th street, where street is wide.	Closed, ill founded, upon report of engineer showing no warrant for such change.
10594, LeRoy..... B. H. R. R. Co.	Noise and vibration caused by operation of cars over defective track on Nostrand avenue.	Satisfied by repairs made by the company.
10595, Sullivan.... B. H. R. R. Co.	Nolay operation of Tompkins Avenue cars between McDonough and Decatur streets; defective roadbed.	Closed, default of complainant.
10596, McKenna... B. H. R. R. Co.	Insolence of Conductor No. 1364 on a Flatbush Avenue car when tendered \$1 bill for fare.	Satisfied by action of company in disciplining of conductor.
10597, Broas..... N. Y. C. & H. R. R. Co.	No trainmen to open sliding doors when trains arrive at Grand Central Station.	Dismissed, with statement to complainant.
10598, College Point Committee. L. I. R. R. Co.	Need of double-tracking of Whitestone Branch from Corona to Whitestone Landing.	Closed, ill founded, upon report of engineer showing no need for double-tracking; new signal system to be installed.
10599, Transit Bureau. N. Y. Consol. R. R. Co.	Refusal of ticket agent at Franklin Avenue station of Lexington Avenue line to give key to toilet.	Covered by Case 1454.
10600, Transit Bureau. Union Ry. Co.	Irregular headways on Morris Avenue line between 10 A. M. and 4:30 P. M.	Satisfied by action of company to make service regular.
10601, Colley..... N. Y., N. H. & Hart. R. R. Co.	Complaint that conductor on Train No. 109, leaving New Haven, took mileage to Grand Central Station, although he told him he was going to 125th street.	Closed, no jurisdiction.
10602, Hinman..... N. Y. Consol. R. R. Co.	Inadequate service on Brighton Beach elevated line on Sundays.	Covered by Case 1850.

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File No., name of complainant and company complained against	Subject	Disposition
10603, Schenck.... N. Y. Rys. Co.	Calls attention to uncomfortable features on new cars on Broadway; passengers would have no escape in case doors were out of order.	Satisfied by statement to complainant showing provisions made for opening of doors in case of emergency.
10604, Shumway... I. R. T. Co.	Slow movement of subway trains between 42d Street and John Street stations.	Closed, ill founded, upon report of engineer showing physical limitations.
10605, Rose..... B. H. R. R. Co.	Inadequate service on Fulton Street surface line; overloading.	Covered by Case 1880.
10606, Eggleston... I. R. T. Co.	Complaint of practice of passengers of standing in front of side doors in subway trains; passengers have to crowd to get aboard.	Dismissed, upon report of engineer showing difficulty to handle such a situation.
10607, Beyer..... B. H. R. R. Co.	Calls attention to defective switch at Flatbush avenue and Livingston street, Putnam-Halsey Street line; cause of accidents.	Dismissed, with statement to complainant.
10608, Menne..... B. H. R. R. Co.	Complaint of noise caused by switching of Putnam-Halsey Street cars in front of 583 Halsey street.	Satisfied by new rules with respect to switching of cars at that point.
10609, Transit Bureau. 42d St. M. & St. N. Ave. R. R. Co.	Inadequate service on Broadway branch line at 118th street; overloading.	Covered by Case 1821.
10610, Transit Bureau. Manh. & Qu. Tr. Corporation.	Practice of motormen on Queensboro Bridge locals to run away from waiting passengers.	Satisfied by exercise of greater care in handling of passengers.
10611, Transit Bureau. Union Ry. Co.	Irregular headways on Sedgwick Avenue line.	Satisfied by explanation of company showing cause of irregular service.
10612, Transit Bureau. Union Ry. Co.	Failure to provide side-line signs on Bedford Park-West Mt. Vernon cars.	Satisfied by arrangements to provide such signs.
10613, Zevely..... N. Y. Rys. Co.	Insufficient number of closed cars operated on Broadway - Amsterdam Avenue line.	Closed, ill founded, with statement to complainant.
10614, Citizens' Assn. of Bay Ridge. N. Y. Consol. R. R. Co.	Crowding at Manhattan end of Brooklyn bridge during rush hours; suggests installation of escalator from subway to elevated line at Atlantic and Flatbush avenues.	Dismissed, with statement to complainant explaining conditions.
10615, Vernon..... B., Q. C. & Sub. R. R. Co.	Complaint of turning back Reid Avenue car, marked for Delancey street several blocks beyond Lorimer Street elevated station.	Dismissed, with statement to complainant calling attention to City Ordinance on the subject.
10616, Transit Bureau. West. Elec. R. R. Co.	Bedford Park-East Mt. Vernon cars are held too long at Bedford Park.	Satisfied by instructions to starter not to hold cars too long.
10617, DiMuria.... N. E. R. R. Co.	Noisy operation of Hamburg Avenue cars at Johnson avenue and Navy street.	Satisfied by repairs made by the company.
10618, Schlesinger.. N. Y. Rys. Co.; Belt Line Ry. Corporation.	Defective condition of crossing at Madison avenue and 59th street; noise caused by cars passing over the crossing.	Satisfied by installation of new special work.

File No., name of complainant and company complained against	Subject	Disposition
10619, Friedlander. N. Y. Steam Co.	Excessive bills for steam; requests meter test.	Dismissed, upon report of engineer showing inefficient heating system in building.
10620, Wellbrock... C. I. & B. R. R. Co.	Poor service on the Hamilton Ferry line to Hamilton ferry in the morning.	Covered by Case 1880.
10621, Lockwood... B., Q. C. & Sub. R. R. Co.	Refusal to accept Broadway line transfer either on Greenpoint line or on Crosstown line.	Satisfied by promise of companies to put in effect new arrangements for exchange of transfers.
10622, Ahearn..... N. Y., N. H. & Hart. R. R. Co.	Agents at City Island, Pelham Bay and at other stations continued to sell tickets when there was a block on the line.	Satisfied by explanation of the company.
10623, Transit Bureau. N. E. R. R. Co.	Failure of motorman on Ocean Avenue Car No. 509, bound for Broadway ferry, to stop for two intending passengers at far side of Rogers avenue and Sterling place.	Satisfied by action of company in disciplining motorman.
10624, Fisher..... Second Ave. R. R. Co.	Poor service on Second Avenue line below Astor place, especially during morning and evening rush hours.	Satisfied by statement of company explaining physical conditions.
10625, Cook..... N. Y. Rys. Co.....	Complaint of operation of open cars on Broadway-Columbus Avenue line during rainy weather.	Dismissed, upon report of engineer showing difficulties of company in changing equipment.
10626, Shelbourne Construction Co. B. H. R. R. Co.	Defective condition of tracks in front of 827-829 Nostrand avenue, Brooklyn.	Satisfied by repairs made by the company.
10627, Jarvis..... B. H. R. R. Co.	Complaint of condition of tracks on Nostrand avenue between Winthrop and Fenimore streets, Brooklyn.	Satisfied by repairs made by the company.
10628, Brachold.... N. E. R. R. Co.	Rails at Ralph avenue and Marion street need repair.	Satisfied by repairs made by the company.
10629, Smith..... N. Y. Consol. R. R. Co.	Inadequate morning service on Fulton Street elevated line at Grand Avenue station.	Satisfied by rearrangement of schedule to furnish better service.
10630, Cadwalader Wickersham & Taft. N. Y. Steam Co.	Overcharge for steam at 838 Fifth avenue, New York City.	Satisfied by inspection of meter, which has been working properly.
10631, Highlawn Citizens' Assn. C. I. & Gravesend Ry. Co.	Transfers are not exchanged between Rogers Avenue and Sea Gate lines; inconvenient to passengers.	Satisfied by explanation of transfer system to complainant.
10632, Kanarvogel.. I. R. T. Co.	Refusal of company to issue transfer from elevated to subway at City Hall; was unable to transfer at 149th street on account of block.	Closed, ill founded, with statement to complainant that company is not required by law to make such transfers.
10633, Bergman.... I. R. T. Co.	Congestion at 28th Street station of Third Avenue elevated; only one stairway.	Dismissed, with statement to complainant advising of reconstruction work.
10634, Hayes..... B. H. R. R. Co.	Long headways on Nostrand Avenue shuttle line.	Dismissed, upon report of engineer showing service adequate for traffic handled.
10635, Transit Bureau. I. R. T. Co.	Inadequate northbound service on Third Avenue elevated line Saturday afternoons.	Satisfied by promise of company to operate additional service.

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File No., name of complainant and company complained against	Subject	Disposition
10637, Transit Bureau. N. Y. Rys. Co.	Need of additional service on Sixth and Amsterdam Avenue surface line, northbound, between 7:30 and 8:15 A. M. and southbound between 6 and 6:45 P. M.	Satisfied by increase in service.
10638, Non-Smokers' Protective League. L. I. R. R. Co.	Complaint that cars on North Side division used as smokers on one run are put in regular service on next run with all vile odors that go along with smoking.	Closed, ill founded, upon report of engineer showing that cars are cleaned and ventilated at end of each run.
10639, Hull..... B. H. R. R. Co. B., Q. C. & Sub. R. R. Co.	Complaint that a conductor on a Greene and Gates Avenue car issued wrong transfers, which were refused on Broadway car.	Satisfied by action of company to reimburse complainant for extra fare paid.
10640, Mathison... So. Bk. Ry. Co.	Complaint of impassable condition of crossings on Norton's Point line above 23d street.	Closed, no jurisdiction.
10641, Marx & Rawolle. B. H. R. R. Co.	Unable to transfer from Flatbush Avenue cars and Fulton Street cars to Hicks Street cars.	Satisfied by new transfer system under which the desired trip could be made.
10642, Rasmus..... I. E. T. Co.	Insolence of Guard 3501 on a Third Avenue elevated train when asked what the next station is.	Satisfied by action taken by the company.
10643, Kronold.... N. Y. Rys. Co.	Failure to operate closed cars on Lexington Avenue surface line.	Dismissed, with statement to complainant.
10644, Bodevin..... C. I. & B. R. R. Co.	Complaint of turning back Smith Street cars and Franklin Avenue cars at Park Circle.	Covered by Case 1880.
10645, Tiernan.... I. R. T. Co.	Annoyance caused by use of turnstile at 53d Street uptown station on Sixth Avenue elevated line.	Satisfied by explanation to complainant.
10646, Devlin.... L. I. R. R. Co.	No train from Jamaica stopping at Woodside between 6:46 and 8:07 A. M.	Satisfied by arrangements to stop Train No. 1717 at 7:19 A. M.
10647, Melvin..... N. E. R. R. Co.	Refusal to exchange transfers between St. John's Place and Bergen Street lines at Buffalo avenue.	Closed, ill founded, with statement to complainant explaining transfer arrangements.
10648, Stimpson.... C. I. & B. R. R. Co.	Was outrageously insulted and abused by Conductor No. 4800 on Smith Street car.	Dismissed, with statement to complainant that Commission has no authority.
10649, Duffy..... N. Y. Consol. R. R. Co. B. H. R. R. Co.	Poor service on Fifth Avenue - Bay Ridge elevated line and on Third Avenue surface line.	Covered by Cases 1880 and 1882.
10650, Dutch Kills Citizens' Assn. Third Ave. Ry. Co. Belt Line Ry. Corp.	Requests direct exchange of transfers between Long Island City and 59th Street crosstown cars.	Dismissed, upon report of engineer showing difficulties involved.
10651, South Osone Park Assn. N. Y. & L. I. Tr. Co.	Failure of company to lay dust on Brooklyn-Mineola line as required by franchise.	Covered by Case 1849.
10652, Schulman... Second Ave. R. R. Co.	Congestion and annoyance caused by turning back of Second Avenue cars at Canal street and Bowery.	Closed, ill founded, with statement to complainant showing that conditions at that point are not unusual.
10653, Sleichner.... I. R. T. Co.	Suggests more numerous and more explicit signs at Grand Central subway station.	Satisfied by action of company to equip station with additional signs.

File No., name of complainant and company complained against	Subject	Disposition
10654, Irwin..... N. Y. Consol. R. R. Co.	Disagreeable practice of having gates slammed just as passengers board Brighton Beach trains at Park Row.	Covered by Case 1847.
10655, Coolidge.... N. Y. Consol. R. R. Co.	Requests connection between Fulton Street station of Fifth Avenue elevated line and Flatbush Avenue station of Fulton Street elevated line, and transferring allowed.	Dismissed, with statement to complainant advising of third-tracking plans.
10656, Dept. of Pub. Wks., Brooklyn. So. Bk. Ry. Co.	Calls attention to condition of crossing on Norton's Point line at West 30th street, also at other points on line.	Closed, no jurisdiction.
10657, Equipment Inspection Bureau. B., Q. C. & Sub. R. R. Co.	Broken rail on Reid avenue opposite north curb line of Lafayette avenue, also a bad joint on southbound track.	Satisfied by repairs made by the company.
10658, Farnham.... N. Y. Consol. R. R. Co.	Requests transfers from westbound Sea Beach cars to southbound West End trains and vice versa.	Satisfied by explanation of company.
10659, Southerland. N. Y. Consol. R. R. Co.	Lack of ventilation in Myrtle Avenue elevated trains.	Satisfied by action of company to improve conditions.
10660, Goodwin.... N. Y. Rys. Co.	Refusal to accept 116th Street crosstown transfers to northbound car at 8th avenue.	Closed, ill founded, with statement to complainant.
10661, Whiston.... N. Y. Consol. R. R. Co.	Inadequate exit facilities during rush hours at Prospect Park station on Brighton Beach line.	Satisfied by opening of a second stairway to care for the traffic.
10662, White..... N. Y., N. H. & Hart R. R. Co.	Requests restoration of 11:52 P. M. train leaving Pelham.	Satisfied by restoration of train desired.
10663, Whigelt.... B. I. Ry. Co.	Protests against making passenger platform at St. George depot a freight station for the U. S. Express Co.	Satisfied by new arrangements so that handling of express matter may be carried on without interference with passengers.
10664, Ormsbee.... N. Y. Rys. Co.	Failure of 14th Street-Williamsburg Bridge cars to stop at Clinton street to take on passengers.	Dismissed, upon report of engineer.
10665, Jamaica Citizens' Assn. Manh. & Qu. Tr. Corporation.	Requests extension of Thompson Avenue line to Jamaica station as required by franchise.	Dismissed, upon report of engineer showing litigation involved.
10666, Doernberg & Goodman. Belt Line Ry. Corp.	Crossover at Avenue "D" and Eighth street is six inches above car tracks; dangerous to vehicular traffic.	Satisfied by removal of crossover.
10667, East Bronx Prop. Own. Assn. I. R. T. Co.	Requests that railings be placed along narrow part of platform at 149th Street elevated station.	Satisfied by widening of platform and construction of new stairway.
10668, Stinson..... Fifth Ave. Coach Co.	Danger to passengers who attempt to stand up while buses pass under elevated structures.	Satisfied by precautionary measures adopted by the company.
10669, Transit Bureau. Fifth Ave. Coach Co.	Inadequate service on Fifth Avenue line.	Closed, ill founded, upon report of engineer showing service sufficient.

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File No., name of complainant and company complained against	Subject	Disposition
10670, Todd & Co. Belt Line Ry. Corp'n.	Dangerous condition of crossover at Eighth street and Avenue "D"; dangerous to send a loaded truck through the street.	Satisfied by removal of crossover.
10671, O'Connell... I. R. T. Co.	Delays to Third Avenue elevated trains from Bronx Park; failure to announce delays.	Satisfied by explanation of company.
10672, Laurel Hill Imp. Assn. N. Y. & Q. C. Ry. Co.	Inadequate service on Calvary line; long headways.	Covered by Case 1848.
10673, Wood..... Third Ave. Ry. Co.	Long headways between cars on 125th Street crosstown line after 1 A. M.; had to wait 30 minutes in rain for car.	Closed, ill founded, upon report of engineer showing 10-minute headway operated during night.
10674, O'Neill..... Union Ry. Co.	Refusal to accept transfer from elevated line at 155th street and Eighth avenue to West Farms car going up the hill to Amsterdam avenue.	Closed, ill founded, with statement to complainant advising that Commission has no authority with respect to such transfers.
10675, Dunbar..... N. Y. Consol. R. R. Co.	Practice of guards at Canal Street station to lock front door of front car on trains.	Satisfied by action of company to discontinue the practice.
10676, Ulbig..... N. Y. Rys. Co.	Complaint of operation of open cars on Fourth and Madison Avenue line.	Satisfied by company answer.
10677, Jennings... I. R. T. Co.	Suggests operation of Broadway subway trains, coming from 242d street, direct from 181st street to 96th street without a stop.	Closed, ill founded, with statement to complainant that such operation would not be justified.
10678, Transit Bureau. N. E. R. R. Co.	Failure of Car No. 2788 of Park Avenue line to stop for an old woman at Sumner avenue.	Satisfied by the discipline administered to employee concerned.
10679, Transit Bureau. N. Y. C. Int. Ry. Co. 10680, Dorian..... B., Q. C. & Sub. R. R. Co. C. I. & B. R. R. Co.	Overloading on Bronx-Van Cortlandt Park line between 5 and 5:30 P. M. Complaint that tracks on all surface lines at points where they cross Bedford avenue are in poor condition.	Dismissed, upon statement of company showing overloading only temporary. Satisfied by repairs made at all crossings.
10681, Woman's Municipal League. I. R. T. Co.	Suggests slow operation of subway trains as they take the curve between Hoyt and Nevins streets.	Dismissed, with statement to complainant explaining conditions.
10682, Fradenburgh C. I. & B. R. R. Co.	Franklin Avenue cars marked for Park Circle are continually turned back at car barns.	Satisfied by company answer showing delays at Eastern parkway.
10683, Dorn..... I. R. T. Co.	Vibration of subway trains near 449 East 149th street caused by defective track.	Satisfied by repairs made by the company.
10684, O'Grady.... N. E. R. R. Co.	Filthy condition of Cars Nos. 3130, 3129 and 3128 of Bergen Street line.	Satisfied by answer of company.
10685, Farely..... N. Y. Consol. R. R. Co.	Annoyance by ringing of gong at Bridge Street station of Myrtle Avenue elevated line.	Satisfied by new arrangements as to ringing of gong.
10686, Dept. of Health. I. R. T. Co.	General complaint of condition of toilets at subway and elevated stations.	Dismissed, upon report of engineer.
10687, Asche..... N. E. R. R. Co.	Requests more through service on St. John's Place line to Park Row.	Covered by Case 1880.

File No., name of complainant and company complained against	Subject	Disposition
10688, Hirsch..... N. Y. Rys. Co.	Defective condition of east-bound track in front of 253 East 86th street; noise very annoying.	Satisfied by repairs made by the company.
10689, Walter..... N. Y. Rys. Co.	Calls attention to unhealthy features of new cars on Broadway-Columbus Avenue and Broadway - Amsterdam Avenue lines.	Dismissed, upon report of engineer.
10690, Whitney.... I. R. T. Co.	Suggests operation of local trains from Dyckman street in Broadway subway during morning rush hours, also operation of expresses from 187th street to 96th street without stops.	Closed, ill founded, with statement to complainant explaining conditions.
10691, Goldschmidt. L. I. R. R. Co.	Inadequate service on Far Rockaway division; overloading.	Satisfied by promise of company to put on additional service.
10692, Transit Bureau. N. Y. Consol. R. R. Co.	Inadequate exit facilities at Atlantic Avenue station of Fifth Avenue elevated line, especially during Sundays and holidays.	Dismissed, upon report of engineer showing exit stairway now opened Sunday afternoons.
10693, Anderson.... I. R. T. Co.	Congestion at 72d Street station of subway could be obviated if doors were changed so that two right-hand doors would open out and two others open in.	Closed, ill founded, upon report of engineer showing impracticability of suggestion.
10694, Anderson.... N. Y. Consol. R. R. Co.	Failure of platform men at Lexington Avenue elevated platform at Park Row to exert themselves so as to relieve confusion.	Satisfied by new arrangements so as to relieve congestion.
10695, Anderson.... N. Y. Consol. R. R. Co.	Water collects in depression in pavement at foot of Reid Avenue stairway, caused by defective leader on station.	Satisfied by repairs made by company.
10696, Rogers..... N. Y. Rys. Co.	Great congestion at West 23d Street ferry caused by use of P. A. Y. E. cars on 23d Street cross-town line.	Dismissed, upon report of engineer.
10697, Schaefer.... L. I. R. R. Co.	Requests that some of the Rockaway Beach trains stop at Railroad avenue during summer.	Satisfied by arrangements to stop certain trains.
10698, Haslop..... N. Y. Rys. Co.	Complaint that Ninth Avenue cars are turned back at 53d street instead of continuing to 65th street.	Covered by Case 1821.
10699, Transit Bureau. N. E. R. R. Co.	Inadequate service on Fifth Avenue surface line.	Satisfied by promise of company to operate additional service.
10700, Egan et al.. I. R. T. Co.	Petition requesting station at 187th street and Washington avenue on Third Avenue elevated line.	Closed, dormant.
10701, Fisher Bros. I. R. T. Co.	Damage caused by rowdies riding on rear platforms of Third Avenue elevated trains; have had windows broken many times.	Satisfied by measures taken by company to curb the practice.
10702, Crane..... I. R. T. Co.	Inadequate toilet rooms at 72d Street station of subway.	Satisfied by construction of additional toilets.

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File No., name of complainant and company complained against	Subject	Disposition
10708, Patten.... B., Q. C. & Sub. R. R. Co.	Failure of Jamaica Avenue line cars running through Fulton street, Jamaica, to make connections with cars of Manhattan & Queens Traction Corp. running through Queens boulevard.	Satisfied by orders that cars shall make connections as nearly as possible.
10704, Wilkinson.. Manh. & Qu. Tr. Corpn.	Refusal of Conductor No. 42 to let down two seats at side-door to accommodate two ladies.	Satisfied by answer of company.
10705, Zarabar..... N. Y. Rys. Co.	Long headways on Eighth Street crosstown line to East Tenth Street ferry.	Covered by Case 1846.
10706, West End Board of Trade. N. Y. Consol. R. R. Co. B. H. R. R. Co.	Congestion at 65th Street terminal of Bay Ridge elevated line and 66th Street-86th Street line; also on 36th Street station.	Closed, ill founded, upon report of engineer explaining physical conditions.
10707, Johnson.... N. Y. Rys. Co.	Long headways on Eighth Street crosstown line.	Covered by Case 1846.
10708, Tiernan.... I. R. T. Co.	Failure to make announcement when train was to skip 53d Street station of Sixth Avenue elevated line.	Satisfied by discipline administered by company.
10709, Landsman... B. H. R. R. Co.	Complaint of turning back 16th Avenue car at 20th street, although marked for 65th street.	Satisfied by answer of company giving reason.
10710, Halley..... I. R. T. Co.	Poor local service in subway on Sundays; waited 6 minutes at Grand Central Station for southbound local.	Closed, ill founded, upon report of engineer showing service adequate.
10711, Bergson..... Third Ave. Ry. Co.	Insolence of Conductor No. 55 on a Broadway-Kingsbridge car, who demanded that fares be paid a second time.	Satisfied by explanation of company.
10712, Transit Bureau. I. R. T. Co.	Overloading of Third Avenue elevated trains to Bronx Park Sunday afternoons.	Satisfied by increase in service operated.
10713, Weise..... N. Y. C. Int. Ry. Co.	Noise of Bronx-Van Cortlandt Park cars when crossing 225th Street bridge; many flat wheels.	Satisfied by action taken to prevent noise complained of.
10715, Equipment Inspection Bureau N. Y. & Q. C. Ry. Co.	Operation of Car No. 286 of 34th Street shuttle line at 12:20 A.M. without a headlight.	Dismissed, upon report of engineer.
10716, Transit Bureau. N. Y. & Q. C. Ry. Co.	Irregular headways between 2 and 8 P.M. on Flushing line.	Dismissed, upon report of engineer.
10717, Transit Bureau. N. Y. Consol. R. R. Co.	Overloading on Fifth Avenue, Culver and West End lines; long headways.	Dismissed, upon report of engineer.
10718, Rose..... Fifth Ave. Coach Co.	Crowding for seats on 'buses at Washington square in evening rush hours.	Satisfied by new arrangements for loading of 'buses at that point.
10719, Harris..... Adams Express Co. Amer. Express Co.	Refusal of companies to make deliveries to his home at 18 Lincoln Heights, Bronx River road, Yonkers.	Closed, no jurisdiction.

File No., name of complainant and company complained against	Subject	Disposition
10720, Transit Bureau. I. R. T. Co.	Report showing delay to Broadway train at 137th street caused by ticket agent pulling out current switch, which cut off power from third rail.	Satisfied by disciplinary action taken by company.
10721, Olsen..... N. Y. Rys. Co.	Abuse of Conductor No. 4826 on 14th Street crosstown car when she asked him a question.	Satisfied by action of company in disciplining conductor concerned.
10722, Hunt..... B. H. R. R. Co.	Refusal to issue transfer on Fulton Street line for use on Smith Street line.	Covered by Case 1801.
10723, Usmann..... N. E. R. R. Co.	Failure of 15th Street surface car to stop for transferring passengers from Fifth Avenue surface line.	Satisfied by answer of company.
10724, Byrne..... N. Y. Consol. R. R. Co.	Complaint of operation of an open car on a Fifth Avenue-Bay Ridge train leaving 65th street.	Satisfied by company answer.
10725, Schneiderwind. N. Y. Consol. R. R. Co.	Filthy condition of Brighton Beach train when they leave Coney Island.	Satisfied by steps taken by company to keep trains clean.
10726, Gager..... I. R. T. Co.	Danger to passengers caused by gap at south-bound 14th Street station of subway between car platform and station platform.	Dismissed, with statement to complainant showing efforts to devise some means to make conditions safe.
10727, Browne et al. N. Y. Consol. R. R. Co.	Noisy operation of Myrtle Avenue elevated trains around curve at Myrtle avenue and Adams street.	Satisfied by arrangements to grease wheels as they pass curve, by a device installed on trains.
10728, Transit Bureau. N. E. R. R. Co.	Inadequate service on Hamburg Avenue line on Sundays.	Covered by Case 1880.
10730, Geffken..... N. Y. Consol. R. R. Co.	Missiles thrown by passengers riding on rear platform of trains cause damage.	Satisfied by answer of company promising to break up practice.
10732, Transit Bureau. Union Ry. Co.	Overloading on 163d Street crosstown line.	Satisfied by answer of company showing overloading due to exceptional conditions.
10733, Dempsey.... Union Ry. Co.	Complaint that all lines in Bronx carry improper destination signs, especially on Sedgwick Avenue and St. Ann's Avenue cars.	Closed, ill founded, upon report of engineer showing no foundation for complaint.
10734, Bartlett.... L. I. R. R. Co.	Poor service on Atlantic division at Bellaire.	Satisfied by improvements in service.
10735, Thompson... N. Y. Rys. Co.	Complaint of operation of open cars on Broadway-Amsterdam Avenue line.	Dismissed, with statement to complainant.
10736, Washington Hts. Taxp. Assn. N. Y. Rys. Co.	Operation of open cars during cold and inclement weather.	Dismissed, with statement to complainant.
10737, Koehler.... N. Y., N. H. & Hart. R. R. Co.	Impossible to sleep at night because of steam engines pulling freight trains in yards near Hunt's Point.	Dismissed, with statement to complainant pointing out that Commission has no authority in view of recent decision of Appellate Division.
10738, Rhodes..... I. R. T. Co.	Interference with passengers by storing of grocery goods at top of stairway at Hoyt Street station of subway.	Satisfied by promise of grocery company to clear space of grocery goods in future.

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File No., name of complainant and company complained against	Subject	Disposition
10739, Clark et al.. L. I. R. R. Co.	Petition protesting against operation of steam engines on ash trains going to Ridgewood dump during night; also against use of soft coal.	Satisfied by instructions to employees to make as little noise as possible, also by efforts to remedy smoke nuisance.
10740, Bruhn..... B. H. R. R. Co.	Noise and vibration caused by Flushing Avenue cars operating over defective track near 33 Junction avenue, Corona, L. I.	Satisfied by repairs made by the company.
10741, Levine..... I. R. T. Co.	Failure to operate fans in subway cars.	Closed, ill founded, with statement to complainant that fans are operated according to outside temperature.
10742, Transit Bureau. Union Ry. Co.	Report that Car No. 137 of Westchester Avenue line had headlight on wrong end of car, and that it carried wrong destination sign.	Satisfied by rigid instructions issued to employees to observe rules of company.
10743, Transit Bureau. N. Y. & Q. C. Ry. Co.	Inadequate service on 34th Street shuttle line Saturday afternoons.	Covered by Case 1848.
10744, Transit Bureau. N. Y. & Q. C. Ry. Co.	Inadequate service on Flushing line during non-rush hours, past Woodside Barna.	Covered by Case 1848.
10745, Transit Bureau. B. H. R. R. Co.	Inadequate service on Lorimer Street line on Sundays.	Covered by Case 1880.
10746, Transit Bureau. N. Y. & Q. C. Ry. Co.	Inadequate service on College Point line.	Covered by Case 1848.
10747, Earle..... N. Y. & North Shore Tr. Co.	Requests that cars of Flushing-Bayside line stop at Bayside avenue, instead of in front of his house on Crocheron avenue, where waiting passengers make practice of throwing peanut shells, etc.	Satisfied by agreement of company to change stopping place of cars so that there shall not be any interference with complainant's house.
10748, Whiston.... B. H. R. R. Co.	Complaint that conductor on a Green and Gates Avenue car gave him wrong information as to use of transfer on Flatbush-Seventh Avenue car.	Satisfied by answer of company.
10749, Payne..... L. I. R. R. Co.	Overloading on train from Pennsylvania station for Jamaica at 9 A. M.	Satisfied by promise of company to add another car to train.
10750, Flushing Park Civic Assn. N. Y. & Q. C. Ry. Co.	Refusal to accept transfer from 34th Street ferry shuttle line on Flushing car.	Dismissed, with explanation to complainant.
10751, Anthony.... N. Y. Rys. Co.	Inadequate service on 14th Street crosstown line east of Avenue "A."	Dismissed, upon report of engineer showing service adequate.
10752, Transit Bureau. N. Y. & Q. C. Ry. Co.	Inadequate service on Ravenswood line toward 34th Street ferry.	Covered by Case 1848.
10753, Transit Bureau. N. Y. Consol. R. R. Co.	Lack of ventilation in Lexington Avenue elevated trains leaving Franklin Avenue station.	Dismissed, upon statement of company that trainmen have been cautioned.
10754, Transit Bureau. C. I. & B. R. R. Co.	Inadequate service on Smith Street line on Sundays.	Covered by Case 1880.
10755, Transit Bureau. B. H. R. R. Co.	Insufficient service on both branches of Nostrand Avenue line.	Covered by Case 1880.

File No., name of complainant and company complained against	Subject	Disposition
10756, Transit Bureau. N. Y. Consol. R. R. Co.	Inadequate service on Fifth Avenue elevated lines on Sundays.	Covered by Case 1850.
10757, Scherer..... B. H. R. R. Co.; B. Q. C. & Sub. E. R. Co.; C. I. & B. R. R. Co.	Noisy operation of cars on Gates avenue between Franklin avenue and Broadway; also on Jamaica avenue; requests extension of Greenpoint line across Queensboro bridge.	Dismissed, upon report of engineer. .
10758, Rottenberg.. L. I. R. R. Co.	Unjust charge of 10 cents for fare on local trains from East New York to Flatbush avenue, whereas charge on express trains is 5 cents.	Dismissed, with statement to complainant explaining conditions.
10759, Loeb..... L. I. R. R. Co.	Refusal of company to issue duplicate school ticket, which was lost.	Closed, ill founded, with statement to complainant that company is within its rights.
10760, Dobbs..... I. R. T. Co.	Noisy operation of Third Avenue elevated trains at 161st street.	Satisfied by repairs made by the company.
10761, Metropolis Land Co. N. Y. & L. I. Tr. Co.	Failure of company to sprinkle Rockaway road, as required by franchise.	Covered by Case 1849.
10762, Transit Bureau. N. E. R. R. Co.	Inadequate service on Hamburg Avenue line during rush hours.	Covered by Case 1880.
10763, Transit Bureau. N. Y. & Q. C. Ry. Co.	Overloading on Calvary line.	Covered by Case 1848.
10764, Fire Dept.. N. Y. Consol. R. R. Co.	Dangerous condition of crossings at Lawrence and Gravesend avenues, and at 16th avenue and 43d street, Culver line.	Satisfied by repairs made by company.
10765, Unger..... N. Y. Consol. R. R. Co.	Outrageous crowding and pushing at Bowery station during rush hours, Centre Street loop line.	Covered by Case 1884.
10766, Stern..... Third Ave. Ry. Co. N. Y. Rys. Co.	Refusal to issue transfer on Broadway - Kingsbridge car to Tenth Avenue line; inadequate service on Broadway-Columbus Avenue line.	Satisfied by explanation of company as to transfer arrangements; service improved on Broadway - Columbus Avenue line.
10767, O'Neill..... L. I. R. R. Co..	Inadequate toilet facilities in Long Island Railroad waiting room at Pennsylvania Station.	Dismissed, upon report of engineer showing sufficient toilet facilities.
10768, Flaglor..... B. H. R. R. Co. N. E. R. R. Co.	High running boards on open cars operated on Bergen Street, Ocean Avenue and Hoyt-Sackett Street lines.	Dismissed, with statement to complainant explaining conditions.
10769, Upper North Beach Prop. Own. & Bus. Men's Assn. B. H. R. R. Co.	Unjust charge of 10 cents for fare to North Beach on Grand Street line.	Satisfied by new arrangements as to service.
10770, Cleaveland.. N. Y. C. Int. Ry. Co.	Conductors on Ogden Avenue line are frequently without supply of 8 cent transfers to subway and elevated.	Satisfied by instructions to conductors to keep well supplied with such transfers.
10771, Voute..... N. Y. Rys. Co.	Failure to grease curves at South ferry so as to prevent shrieking of cars; also at other points.	Satisfied by arrangements to grease curves.
10772, Myers..... L. I. R. R. Co.	Overcrowding of trains on Rockaway Beach division to Rockaway Beach.	Satisfied by operation of additional service to Rockaway Beach.

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File No., name of complainant and company complained against	Subject	Disposition
10773, Gavin..... N. Y. Consol. R. R. Co. C. I. & B. R. R. Co.	Inadequate service on Culver line from Coney Island when resorts close; overloading on Smith Street line.	Satisfied by answer of company promising increased service.
10774, Dresser..... B. H. R. R. Co.	Complaint that a terrific noise was caused by unloading of rails and ties at 4:30 in the morning in front of 294 Greene avenue; impossible to sleep.	Satisfied by promise of company to discontinue unloading of material at night.
10775, Quigley..... C. I. & B. R. R. Co.	Forced to pay three fares on trip originating on Smith Street car and transferring to DeKalb Avenue car, en route to Coney Island.	Closed, default of complainant.
10776, Johnson.... N. Y. Rys. Co.	Unnecessary noise caused by creaking of unrolled brakes and screeching wheels on Lexington Avenue surface line.	Covered by Case 1746.
10777, Klumpen et al. N. Y. & Q. C. Ry. Co.	Complaint of service furnished on all lines of company.	Covered by Case 1848.
10778, Anderson... I. R. T. Co.	Annoyance by sweeping of cars on Third Avenue Elevated structure in front of 3295 Third Avenue; dust flies into open windows.	Satisfied by new arrangements as to cleaning cars.
10779, Orr..... B. H. R. R. Co.	Unable to sleep at night on account of unloading of steel rails on Greene Avenue between Franklin and Classon Avenues.	Satisfied by arrangements to discontinue unloading of rails at night.
10780, Vendig..... So. Bk. Ry. Co.	Complaint of condition of crossing at 87th Street on Norton's Point line.	Closed, no jurisdiction.
10781, Building Operation Co. N. Y. Rys. Co.	Protest against use of new stepless cars on Broadway line; cause of congestion.	Closed, ill founded, with statement to complainant explaining conditions.
10782, Forbach.... Union Ry. Co.	Great amount of noise when Webster Avenue cars cross 208d Street; cars out of repair.	Satisfied by overhauling of equipment.
10783, Kelly..... Ocean Elec. Ry. Co.	Suggests arrangements for return of fares to passengers when a block occurs; refers to block at Hammels recently.	Satisfied by refund of 20 cents for fare paid.
10784, Selzas..... C. I. & B. R. R. Co. C. I. & Gravesend Ry. Co.	Refusal to accept Smith Street line transfer on Sheepshead Bay car.	Covered by Case 1801.
10785, Bauer..... N. E. R. R. Co.	Noise and vibration caused by operation of cars over defective track in front of 549 Marcy Avenue.	Satisfied by repairs made by company.
10786, Duff & Conger. N. Y. Rys. Co.	Excessive noise of cars at 86th Street and Madison Avenue.	Satisfied by repairs made by company.
10787, O'Brien.... Manh. & Qu. Tr. Corp.	Requests extension of Thompson Avenue line to Jamaica Station; cars operate to a point about 750 feet from the station.	Dismissed, upon report of engineer.
10788, Solomon.... N. E. R. R. Co.	Refusal to accept Ralph Avenue surface line transfer to nearby elevated line when block occurred.	Closed, default of complainant.

File No., name of complainant and company complained against	Subject	Disposition
10789, Mt. Hope Assn. N. Y. C. & H. R. R. Co.	Inadequate stairway facilities for exit at Tremont station, Harlem Division.	Satisfied by construction of an additional exit stairway.
10790, Diamond.... I. R. T. Co.	Failure of Guard 0800 in a southbound subway train to turn on fans in his car.	Closed, ill founded, with statement to complainant.
10791, Seabourn Hotel & Restaurant Co. So. Bk. Ry. Co.	Dangerous condition of crossing at West 35th Street on Norton's Point line.	Closed, no jurisdiction.
10792, Reeve..... B. H. R. R. Co.	Defective condition of track on Greene Avenue between Cumberland Street and Carlton Avenue.	Satisfied by installation of new track.
10793, Sperry..... C. I. & B. R. R. Co.	Unable to make trip which would involve transfer from Franklin Avenue car to Smith Street car, then to Hamilton Ferry car, and then to Van Brunt Street line.	Covered by Case 1801.
10794, Brooklyn Civic Committee. N. Y. Consol. R. R. Co.	Failure to operate escalator on westbound platform at Bowery station of Centre Street Loop line.	Satisfied by answer of company.
10795, Meister..... B. H. R. R. Co.	Defective joint in track in front of 348 Hamilton Avenue.	Satisfied by repairs made by company.
10796, Briggs..... N. Y. Rys. Co.	Complaint that Conductor No. 147 on a Fourth and Madison Avenue car used profane language when a lady alighted at East 19th street.	Satisfied by action of company in disciplining conductor.
10797, Nathan..... N. Y. Rys. Co.	Uncomfortable end seats in new stepless cars; cross seats also uncomfortable.	Closed, ill founded, upon report of engineer.
10798, Bloom..... 42d St., M. & St. N. Ave. R. R. Co.; Belt Line Ry. Corp.	Noise caused by defective tracks in front of Candler Theatre, 226 West 42d street; also at 59th street and Seventh avenue.	Satisfied by repairs made by companies.
10799, Amory..... 42d St., M. & St. N. Ave. R. R. Co.	Loose joint in southbound track at Broadway and 125th street.	Satisfied by repairs made by company.
10800, Griffin..... 42d St., M. & St. N. Ave. R. R. Co.	Noisy operation of cars on Tenth avenue between 20th and 22d streets; defective track.	Covered by Case 1893.
10801, Campbell.... Third Ave. Ry. Co.	Noisy operation of cars on Amsterdam avenue, between 150th and 153d streets; broken rail at 150th street, and low joints all along track.	Covered by Case 1893.
10802, Jaki..... N. Y. & Q. C. Ry. Co.	Insufficient number of Steinway line cars operated from New York end of Queensboro bridge.	Covered by Case 1848.
10803, Martin..... B. H. R. R. Co.	Noisy operation of Putnam-Halsey Street cars in front of 41 Putnam avenue; defective track.	Closed, default of complainant.
10804, Lorentzen... N. Y. Rys. Co.	Failure of Car No. 4041 of Broadway line to stop long enough to allow passengers to board at Grand street crossing.	Satisfied by action of company in disciplining employees concerned.

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File No., name of complainant and company complained against	Subject	Disposition
10805, Day..... S. I. Ry. Co.	Failure to open front door of first car of trains arriving at St. George.	Dismissed, with statement to complainant.
10806, Jacobs..... I. R. T. Co.	Great congestion at 33d street and 42d street stations during rush hours, subway division; suggests loading passengers at end doors and unloading at center doors.	Dismissed, with statement to complainant explaining physical conditions.
10807, Ryan..... N. Y. Rys Co.	Congestion at Park place where Broadway cars are switched back.	Dismissed, with statement to complainant showing physical difficulties to change point to switch back cars.
10808, Seaman..... B. H. R. R. Co.	Failure of 16th Avenue surface cars to stop at Cortelyou road.	Covered by Case 1847.
10809, Transit Bureau. B. H. R. R. Co.	Defective condition of crossing at Junction and Jackson avenues.	Satisfied by repairs made by company.
10810, McGrath.... N. Y. C. & H. R. R. Co.	Danger to passengers at University Heights station during night; daughter was insulted twice by Italians.	Satisfied by action of company to look after station at train time during night, in co-operation with Police Dept.
10811, Gitterman.. I. R. T. Co.	Dangerous practice of guards on subway trains of entering motorman's booth to gossip.	Dismissed, upon report of engineer showing efforts to prevent practice.
10812, Ridder..... 42d St., M. & St. N. Ave. R. R. Co.	Sunday service on Broadway is very irregular because Broadway and Tenth Avenue cars come into Broadway in pairs.	Dismissed, upon report of engineer explaining physical conditions.
10813, Sears..... B. H. R. R. Co.	Unable to reach Park Slope on Flatbush Avenue and Lorimer Street lines for one fare under new transfer system.	Covered by Case 1801.
10814, Miller..... N. E. R. R. Co.	Refusal to accept Union Street car transfer on Vanderbilt Avenue car at Park.	Covered by Case 1801.
10815, Neville..... N. E. R. R. Co.	Refusal to accept Fifth Avenue car transfer on 39th Street Ferry-Coney Island car at 39th street.	Covered by Case 1801.
10816, Public School No. 21. B. H. R. R. Co.	Requests that second transfers be restored at least on Nostrand Avenue, Tompkins Avenue and Lorimer Street lines.	Covered by Case 1801.
10817, Higgins..... N. E. R. R. Co.	Must pay two fares to make trip involving rides on Union Street or Bergen Street car and then transferring to Ninth Avenue or Vanderbilt Avenue car.	Covered by Case 1801.
10818, Crosby..... I. R. T. Co.	Dangerous congestion at 14th Street and Grand Central stations of subway during evening rush hours.	Dismissed, upon report of engineer showing inability of platform men to handle enormous crowds.
10819, Daly..... N. Y. Rys. Co.	Protests against use of convertible cars; such cars become uncomfortable in rainy weather.	Closed, ill founded, upon report of engineer.
10820, Bureau of Municipal Research. N. Y. Rys. Co.	Complaint against maintenance of switch on Madison avenue between 115th and 116th streets.	Satisfied by report of engineer showing repairs to be made to switch.

File No., name of complainant and company complained against	Subject	Disposition
10821, Coblens..... N. Y. Rys. Co.	Refusal to accept south-bound Sixth and Amsterdam avenue transfer on Ninth Avenue car at 53d street.	Closed, ill founded, upon statement of company that transfers are accepted on Ninth Avenue cars at Seventh avenue.
10822, Perry..... L. I. R. R. Co.	Complaint that company demands pro rata payment for part of month when complainant lost commutation ticket between New York and Whitestone.	Dismissed, with statement to complainant that company is within its rights to make reasonable regulations as to commutation rates.
10823, Transit Bureau. N. Y. Rys. Co.	Failure of Sixth Avenue surface cars to display "Barclay Street" tin signs; suggests uniform place for display of such signs.	Satisfied by attention given by company to matter of signs.
10824, Arnold..... N. Y. Consol. R. R. Co.	Excessive noise of elevated trains rounding curve from Adams street to Brooklyn bridge.	Satisfied by action of company to grease curve.
10825, Hickox..... B. I. Mid. Ry. Co. Richmond Lt. & R. R. Co.	Refusal of Midland Beach line to transfer to lines of Richmond Light and Railroad Company; defective condition of track on Castleton avenue.	Closed, default of complainant.
10826, Thompson... B. Q. C. & Sub. R. R. Co.	Refusal to accept Coney Island transfer on Reid Avenue car going toward Coney Island.	Covered by Case 1801.
10827, Lieblein..... N. Y. Rys. Co.	Poor service on Eighth Street crosstown line to Brooklyn during school hours.	Covered by Case 1846.
10828, Harris Flooring Co. Adams Express Co.	Exorbitant rate for delivery of five bundles of flooring when re-consigned from Woodhaven to Shaw avenue, Union Course.	Satisfied by explanation made by company.
10829, Herba Laboratory. Adams Express Co.	Complaint that company refuses to accept shipments from office unless charges are prepaid.	Closed, no jurisdiction.
10830, Stebbins.... I. R. T. Co.	Dangerous practice of guards riding with motormen and distracting their attention, subway division.	Dismissed, upon report of engineer showing efforts to discontinue practice.
10831, Levy..... N. Y. Rys. Co.	Complaint of turning back Car No. 248 of Fourth and Madison Avenue line at 116th street, although marked for 135th street.	Satisfied by explanation made by company.
10832, Tillman..... N. E. R. R. Co.	Protests against discontinuance of exchange of transfers between Union Street and Vanderbilt Avenue lines.	Covered by Case 1801.
10833, Dame..... N. Y. Consol. R. R. Co.	Noisy operation of elevated trains at Greene and Grand Avenues, Lexington Avenue line.	Covered by Case 1746.
10834, Transit Bureau. C. I. & B. R. R. Co.	Irregular service during rush hours on Franklin Avenue line.	Covered by Case 1880.

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File No., name of complainant and company complained against	Subject	Disposition
10835, Hoskins..... N. Y. Rys. Co.; Third Ave. Ry. Co.; 42d St. M. & St. N. Ave. R. R. Co.	Two fares must be paid to make trip from Ft. George on Third Avenue and Amsterdam Avenue line, transferring to Tenth Avenue branch line, and then to Sixth and Amsterdam Avenue line, although trip could be made in reverse direction for one fare.	Closed, ill founded, with statement to complainant explaining transfer arrangements between different companies.
10836, Bondy..... N. Y. Rys. Co.	Noisy operation of cars at 86th street and Lexington avenue, especially at night.	Dismissed, upon report of engineer.
10837, Mayer Brewing Co. I. R. T. Co.	Noisy operation of Third Avenue elevated trains between 168th and 169th streets.	Covered by Case 1746.
10838, Nostrand.... N. Y. Consol. R. R. Co.	Dangerous condition of crossing at 74th Street station on West End line.	Satisfied by repairs made by company.
10839, Korper..... I. R. T. Co.	Suggests exchange of transfers between subway and elevated at Astor place, and 42d street, as is done at 149th street.	Closed, ill founded, with statement to complainant that Commission has no authority to order such transfers.
10840, Hug..... N. Y. Consol. R. R. Co.	Inadequate facilities at Halsey Street station of Broadway elevated line to accommodate passengers.	Dismissed, upon report of engineer showing changes to be made in connection with third-tracking of line.
10841, O'Hara..... N. Y. Rys. Co.	Long headways between cars on Eighth Avenue line.	Closed, ill founded, upon report of engineer showing service sufficient.
10842, Littell..... N. Y. Consol. R. R. Co.	Frog on Brighton Beach line near Chester Court is in need of repairs.	Dismissed, upon report of engineer.
10843, Hardy..... N. Y. Rys. Co.	Complaint of turning back Broadway - Amsterdam Avenue cars, marked for 125th street, before destination is reached.	Dismissed, with request to complainant to give particulars.
10844, Bedford Hts. Board of Trade. N. Y. Consol. R. R. Co.	Petition requesting additional service on Brighton Beach line.	Covered by Case 1847.
10845, Corcoran.... B. H. R. R. Co.	Noise caused by defective and worn track on Greene avenue between Carlton avenue and Cumberland street.	Satisfied by repairs made by company.
10846, Jonas..... C. I. & B. R. R. Co. N. E. R. R. Co.	Refusal to accept Smith Street car transfer on Ninth Avenue car.	Covered by Case 1801.
10847, Scott..... N. Y. Rys. Co.	Refusal of Car No. 5061 of Columbus Avenue line to stop for waiting passengers at southwest corner of 75th street and Columbus avenue, southbound.	Dismissed, upon statement of company.
10848, Lope..... N. Y. Consol. R. R. Co.	Failure of Brighton Beach express trains to stop at Newkirk Avenue station, en route to Coney Island.	Dismissed, with statement to complainant explaining conditions.
10849, Transit Bureau. N. Y. C. Int. Ry. Co.	Inadequate service during evening rush hours on Ogden Avenue line.	Satisfied by improvements in service.
10850, Transit Bureau. N. Y. Consol. R. R. Co.	Inadequate service on Myrtle Avenue elevated line on Sundays.	Covered by Case 1850.

File No., name of complainant and company complained against	Subject	Disposition
10851, Maspeth Taxp. Assn. N. Y. & Q. C. Ry. Co.	Complaint that tracks on Dutch Kills line at Grand avenue and Mulder street have been laid without authority, constituting a trespass.	Closed, ill founded, with statement to complainant that Commission has no authority in the premises.
10852, Lowenstein.. Union Ry. Co.	Noise caused by defective track at Davidson and Jerome avenues, Bronx.	Satisfied by repairs made by company.
10853, Ullmann.... N. Y. Rys. Co.	Annoying practice of turning back southbound Lexington Avenue cars at 23d street.	Dismissed, with statement to complainant.
10854, Sitomer..... N. Y. Consol. R. R. Co.	Dangerous practice of passengers on rear platforms of Myrtle Avenue elevated trains of throwing missiles to the street.	Satisfied by efforts of company to break up practice.
10855, Egbert..... I. R. T. Co.	Reckless operation of Ninth Avenue elevated trains around 110th street curve.	Satisfied by answer of company.
10856, Goldwasser.. N. Y. Consol. R. R. Co.	Poor service on Brighton Beach elevated line during evening rush hours.	Covered by Case 1847.
10857, Ross..... N. E. R. R. Co. B. H. R. R. Co.	Noisy operation of cars at Bergen street and Nostrand avenue.	Satisfied by promise of company to make repairs at that location.
10858, Brieger..... Manh. & Qu. Tr. Corpn.	Inadequate service on Thompson Avenue line.	Dismissed, upon statement of company promising to improve service when new schedule goes into effect.
10859, Transit Bureau. B. H. R. R. Co.	Complaint of worn condition of crossover on Nostrand avenue north of Flatbush avenue	Satisfied by installation of a new crossover.
10860, Transit Bureau. N. Y. Consol. R. R. Co.	Inadequate Sunday service on Broadway elevated line.	Covered by Case 1882.
10861, Kern..... N. Y. Consol. R. R. Co. N. E. R. R. Co.	Failure to make provision in new transfer system for trip from Nostrand Avenue line to Church Avenue line, and then to West End line.	Covered by Case 1801.
10862, Winslow.... Fifth Ave. Coach Co.	Complaint that 'buses on Riverside Drive marked "96th Street" are frequently sent through, while those marked to go through are frequently turned back.	Satisfied by answer of company explaining conditions.
10863, Bettich..... Ocean Elec. Ry. Co.	Poor service on Rockaway Beach line from Rockaway Park to Neponset.	Closed, default of complainant.
10864, Reardon.... So. Bk. Ry. Co.	Dangerous condition of Norton's Point line cars when crowded; they wobble back and forth; roadbed should be strengthened.	Satisfied by repairs made by company.
10865, Sabath..... N. Y. Rys. Co.	Refusal to accept transfer on Eighth Street car to Brooklyn at New York end of Williamsburg bridge, after alighting from car destined only to New York end of bridge.	Satisfied by explanation made by company.
10866, Marks..... N. Y. Rys. Co.	Negligence in use of fenders on Fourth and Madison Avenue cars, which results in accidents.	Closed, ill founded, with statement to complainant.

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File No., name of complainant and company complained against	Subject	Disposition
10867, Hellman.... I. R. T. Co. N. Y. C. & H. R. R. R. Co.	Need of escalator at 99th Street station of Third Avenue elevated line, also at N. Y. C. & H. R. R. Co. structure at Park avenue and 100th street.	Dismissed, upon report of engineer showing no justification for installation of escalators.
10868, Highbridge Taxp. Assn. L. I. R. R. Co.	Requests waiting room at north side of Dunton station, Atlantic Division.	Dismissed, upon report of engineer showing traffic insufficient to warrant waiting room at point requested.
10869, Ideal Novelty & Toy Co. Bk. & No. River R. R. Co. N. E. R. R. Co.	Unable to make trip from St. John's Place car to Bergen Street car, and thence to Manhattan Bridge line under new transfer arrangements.	Covered by Case 1801.
10870, Transit Bureau. N. Y. Consol. R. R. Co.	Complaint of leaky condition of canopy over eastbound side of platform at Gates Avenue station, Broadway elevated line.	Satisfied by repairs made by company.
10871, Transit Bureau. C. I. & B. R. R. Co.	Inadequate service on De Kalb Avenue line on Sundays.	Covered by Case 1880.
10872, Transit Bureau. B. H. R. R. Co.	Poor Sunday service on Gates-Prospect line.	Covered by Case 1880.
10873, Transit Bureau. N. E. R. R. Co.	Inadequate Sunday afternoon service on Ocean Avenue line.	Covered by Case 1880.
10874, Transit Bureau. B. H. R. R. Co.	Insufficient Sunday service on Richmond Hill line; irregular intervals.	Covered by Case 1880.
10875, Transit Bureau. N. E. R. R. Co.	Inadequate service on 39th Street Ferry - Coney Island line on Sundays.	Covered by Case 1880.
10876, Transit Bureau. B. H. R. R. Co.	Inadequate service on Tompkins-Culver line on Sundays.	Covered by Case 1880.
10877, Bedell..... C. I. & B. R. R. Co.	Inadequate service to Coney Island on Smith Street line; many cars turned back at 20th street.	Covered by Case 1880.
10879, Roberts..... B. H. R. R. Co.	Must pay two fares involving use of Putnam-Halsey Street line to Nostrand avenue, and thence to Crosstown line.	Covered by Case 1801.
10880, Dorfman.... B. H. R. R. Co.	Unable to make trip for one fare by transfer from Nostrand Avenue car to Flushing line, and then to Crosstown line.	Covered by Case 1801.
10881, Losere..... Union Ry. Co.	Noisy operation of cars over defective rails on Third avenue between 150th and 160th streets.	Satisfied by repairs made by company.
10882, West End Board of Trade. N. E. R. R. Co. B. H. R. R. Co.	Inadequate service on 39th Street Ferry-Coney Island line; requests that new short line be put on Fifth avenue below 65th street.	Covered by Case 1880.
10883, Gifford..... N. Y. C. & H. R. R. R. Co.	Demand of company to pay for transportation from Tarrytown to Grand Central station when he left his commutation ticket at home.	Dismissed, upon statement of Counsel that Commission has no authority.
10884, Stewart..... So. Bk. Ry. Co. C. I. & Gravesend Ry. Co.	Requests exchange of transfers between Norton's Point line and Surf Avenue line.	Covered by Case 1801.

File No., name of complainant and company complained against	Subject	Disposition
10885, Merchants, Mfra., Bus. Men's & Taxp. Assn. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Requests restoration of transfer privileges between Hamilton Avenue line and Van Brunt Street line.	Covered by Case 1851.
10886, Bradley.... N. Y. Consol. R. R. Co.	Requests installation of drip pans under tracks at City Line station, Liberty avenue and Eldert Lane, of Fulton Street elevated line.	Satisfied by installation of drip pans as requested.
10887, Townsend... N. Y. Consol. R. R. Co.	Disgraceful condition of open cars on West End line during rainy weather.	Dismissed, upon report of engineer.
10888, Morewood Realty Holding Co. 42d St., M. & St. N. Ave. R. R. Co.	Annoyance caused by operation of Broadway branch cars with flat wheels during night, between 113th and 114th streets.	Satisfied by repairs made to defective track.
10889, Transit Bureau. B. H. R. R. Co.	Inadequate service on Greenpoint line.	Satisfied by operation of additional cars.
10890, Transit Bureau. West. Elec. R. R. Co.	Practice of crews on New Rochelle line of remaining too long on stand at West Farms.	Satisfied by answer of company promising to discontinue practice.
10891, Transit Bureau. N. Y. & Q. C. Ry. Co.	Inadequate service during evening rush hours on 34th Street ferry shuttle line.	Covered by Case 1848.
10892, Schmid..... N. E. R. R. Co. Bk. & No. River R. Co.	Under new transfer arrangements, it is impossible to transfer from Fifth Avenue line to Manhattan Bridge line.	Covered by Case 1801.
10893, Steiner..... L. I. R. R. Co.	Complaint that 5:40 P. M. train from Flatbush avenue for Far Rockaway carried standing passengers.	Satisfied by promise of company to put on an additional car to this train.
10894, Blitstein.... C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Requests restoration of transfer privileges between Van Brunt Street line and other lines, as heretofore.	Covered by Case 1851.
10895, Downing.... Manh. & Qu. Tr. Corp.	Complaint of curtailment of service on Thompson Avenue line.	Satisfied by promise of company to increase service.
10896, Mendelsohn.. I. R. T. Co.	Complaint that transfer exit at 149th Street station of subway is not used; great inconvenience.	Closed, ill founded, with statement to complainant explaining conditions.
10897, Wemmell.... N. Y. Rys. Co.	Suggests operation of a closed car after every fifth or sixth open car on all lines to accommodate aged, ill and lame.	Dismissed, with statement to complainant showing very little demand for closed cars.
10898, Plunkitt & Sons. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Injustice to discontinue exchange of transfers between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10899, Kelly..... C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Great disadvantage by discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.

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File No., name of complainant and company complained against	Subject	Disposition
10900, Hurley & Co. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Cannot understand why transfer privilege between Van Brunt Street line and Hamilton Ferry line has been denied.	Covered by Case 1851.
10901, Hitzel..... Manh. & Qu. Tr. Corp'n.	Long and irregular headways between cars on Thompson Avenue line.	Satisfied by improvements in service.
10902, Wood..... L. I. R. R. Co.	Insufficient number of trainmen to open doors of Far Rockaway trains when they arrive at Flatbush Avenue station.	Dismissed, with statement to complainant explaining order of Commission.
10903, Purrington.. S. I. Ry. Co.	Unwarranted practice of operating a "dead" car on trains from Dongan Hills; passengers herded in rear car.	Dismissed, upon report of engineer showing operation of an empty car for accommodation of laborers.
10904, Transit Bureau. I. R. T. Co.	Inadequate service in subway from Brooklyn between 3:20 and 3:40 P. M., past Bowling Green station.	Satisfied by report showing adequate service operated.
10905, Transit Bureau. N. E. R. R. Co.	Danger to pedestrians by overlapping of center of large stepless cars in going around curve at St. John's place and Rogers avenue.	Dismissed, upon report that matter should be taken up with Dept. of Public Works.
10906, Kingsland Construction Co. B. H. R. R. Co.	Protests against present diversion of Graham Avenue line cars through Grand street, owing to sewer construction; suggests diverting such cars at Metropolitan avenue.	Closed, ill founded, upon report of engineer showing too great an expense involved to carry out suggestion of complainant.
10907, Transit Bureau. Bk. & No. River R. R. Co.	Overloading on Brooklyn and North River line.	Dismissed, upon report of engineer.
10908, Shirk..... C. I. & B. R. R. Co.	Refusal to issue transfer on Smith Street line to 15th Street car.	Covered by Case 1801.
10909, Moos..... N. Y. Rys. Co.	Noisy operation of cars on Eighth Street cross-town line.	Closed, ill founded, upon report of engineer showing track in condition.
10910, Alberger.... N. Y. Consol. R. R. Co.	Suggests that a man be assigned on rear platform of trains during rush hours to prevent hoodlums from carrying on their abusive practices.	Case 1693.
10911, Fried et al.. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Petition requesting restoration of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Case 1851.
10912, Johnson.... C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Requests restoration of transfers between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10913, Smith..... B. H. R. R. Co.	Refusal of Greenpoint or 16th avenue transfer for a second transfer from Flatbush Avenue line at Malbone street to Lorimer Street line.	Covered by Case 1851.
10914, N. Y. Co.	Impossible to sleep at night, caused by switch and coupling of cars on Myer line, at Cortlandt street and Sheepshead Bay.	Satisfied to reduce noise.

File No., name of complainant and company complained against	Subject	Disposition
10915, Tolleris..... L. I. R. R. Co.	Requests operation of additional trains to and from Rockaway Beach.	Dismissed, with statement to complainant that provision for additional service will be made in new timetable.
10916, Walser..... N. Y. Consol. R. R. Co.	Refusal to permit passengers to board elevated trains at Adams street bound for Park Row, Myrtle Avenue elevated line.	Satisfied by instructions to permit passengers to board trains at that station.
10917, Draper..... N. Y. Eys. Co.	Requests relief from noise of Eighth Street cross-town cars caused by flat wheels, screeching brakes and defective track.	Closed, ill founded, upon report of engineer showing tracks and equipment in good condition.
10918, Gokey & Co. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Withdrawal of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10919, Brooklyn Fire Brick Works. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Requests restoration of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10920, Townsend Iron Works, Inc. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Hardship to pay two fares; protests against withdrawal of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10921, Estate of Wm. Beard. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Inconvenience by discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10922, Lidgerwood Mfg. Co. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Protests against discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10923, Munson..... L. I. R. R. Co.	Standing passengers carried on 5:52 P. M. train from Pennsylvania station for Rockaway.	Closed, default of complainant.
10924, Vangom..... N. Y. Consol. R. R. Co.	Refusal to refund 25c carelessly thrown by ticket agent at Nostrand Avenue station of Fulton Street elevated line, when making change for a \$2 bill.	Dismissed, with statement to complainant.
10925, Ridgewood Board of Trade. L. I. R. R. Co.	Trestle from Ramblersville to Broad Channel a fire trap, as there is no walk at side of tracks where passengers may walk to safety in case of fire or accident.	Covered by Case 1858.
10926, Wissler..... D. D., & E. Bway. & Batt. R. R. Co.	Passengers have to pay 5c fare below Williamsburg bridge to and from East River; many cars turned back at Clinton and Delancey streets.	Closed, ill founded, upon report of engineer.
10927, Parade Park Assn. N. Y. Consol. R. R. Co.	Requests that company be required to place hand rails on stairs at Church Avenue station for benefit of aged patrons of Brighton Beach line.	Satisfied by action of company in placing hand rails as suggested.

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File No., name of complainant and company complained against	Subject	Disposition
10928, Jones..... Union Ry. Co.	Terrific noise at 169th street and Union avenue caused by defective rail on westbound track.	Satisfied by repairs made by company.
10929, Distler..... N. E. R. R. Co.	Vibration caused by operation of Hamburg Avenue cars past 75 Morgan avenue.	Satisfied by repairs made by company.
10930, Transit Bureau. B. E. R. R. Co.	Irregular headways on Fulton Street surface line during rush hours.	Covered by Case 1880.
10931, Rosenfeld... N. Y. Consol. R. R. Co.	Poor service on Broadway elevated line to Chambers street, especially at Essex Street station.	Covered by Cases 1880 and 1882.
10932, Somers..... N. E. R. R. Co.	Refusal to issue transfer on Vanderbilt Avenue car to Union Street car.	Covered by Case 1801.
10933, Rosenberg... L. I. R. R. Co.	Refusal to accept commutation tickets between Arverne and Flatbush avenue on elevated train when it reached Long Island Railroad tracks.	Covered by Case 1750.
10934, Grimes..... C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Inconvenience caused by discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10935, Keystone Varnish Co. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Requests restoration of exchange of transfers between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10936, Hillsberg.... C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Complaint of discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10937, Crescent Chemical Mfg. Co. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Hardship to employees by discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10938, Simmons Mfg. Co. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Hardship to employees by discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10939, Witteman Bros. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Employees must pay two fares by discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10940, Fowler & Silberborn. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Hardship to employees by discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10941, Alart & McGulre Co. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Protests against discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10942, Fuchs..... C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Refusal to issue transfer from Hamilton Ferry line car to Van Brunt Street line car.	Covered by Case 1851.

File No., name of complainant and company complained against	Subject	Disposition
10943, McNeill Iron Works. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Hardship to working people by discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10944, Long..... C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Complaint of discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10945, Stone et al.. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Inconvenience by discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10946, Kane..... C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Hardship to passengers by discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10947, Franklin Baker Co. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Employees must pay two fares by discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10948, N. Y. Dock Co. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Complaint of discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10949, Standard Charcoal Co. C. I. & B. R. R. Co.; Van Brunt St. & Erie Basin R. R. Co.	Hardship to employees by discontinuance of transfer privilege between Van Brunt Street line and Hamilton Ferry line.	Covered by Case 1851.
10950, Transit Bureau. Mid-Crosstown Ry. Co.	Inadequate service during rush hours on 28th and 29th Street crosstown line.	Dismissed, upon report of engineer.
10951, Obermeyer.. L. I. R. R. Co.	Calls attention to carelessness of flagman at Central avenue, about half way between Merrick road and city line; incompetent.	Dismissed, upon report of engineer.
10952, Ben..... B. H. R. R. Co.	Abuse of motorman on Car No. 4307 of Nostrand avenue, when complainant and a young lady alighted through front door.	Satisfied by explanation of company.
10953, Kinsey..... N. Y. Rys. Co.	Noisy operation of Fourth and Madison Avenue cars on Madison avenue between 43d and 46th streets.	Satisfied by repairs made by company.
10954, Hohmann... I. R. T. Co.	Requests that all windows in Third Avenue elevated cars be opened before they leave Bronx Park or Tremont Avenue station.	Closed, ill founded, upon report of engineer showing instructions to open windows in cars.
10955, Sparks..... B. H. R. R. Co.	Inadequate service on Flatbush avenue beyond Nostrand avenue.	Covered by Case 1880.
10956, Transit Bureau. N. E. R. R. Co.	Overloading on New Lots Avenue line between 6:45 and 7 A. M.	Covered by Case 1880.
10957, West End Citizens' League. L. I. R. R. Co.	Petition requesting better service on Rockaway Beach division to Brooklyn Manor.	Satisfied by arrangements to stop Train No. 1192 at Brooklyn Manor at 11:20 P. M.

File No., name of complainant and company complained against	Subject	Disposition
10958, Transit Bureau. B. H. R. R. Co.	Refusal of conductor on Car No. 3785 of Fulton Street surface line to open side-door for intending passengers.	Satisfied by proper disciplining of conductor.
10959, Guion..... L. I. R. R. Co.	Refusal to accept commutation ticket from Arverne to East New York, going eastbound.	Covered by Case 1750.
10960, Bonney..... N. Y. Consol. R. R. Co.	Requests that Sea Beach 'buses make stop at 11th avenue.	Satisfied by arrangements to stop 'buses as soon as double track can be used.
10961, Lewis..... Third Ave. Ry. Co.	Poor service on Broadway-Kingsbridge line above 162d street.	Closed, ill founded, upon report of engineer showing service adequate.
10962, Horsman.... N. Y. Rys. Co.	Great annoyance caused by turning back Broadway cars at Murray street.	Dismissed, with statement to complainant showing necessity for turning back of cars.
10963, Ettlinger... Second Ave. R. R. Co.	Inadequate service on Second Avenue line to Astor place.	Closed, ill founded, upon report of engineer showing service sufficient.
10964, Sommerich.. N. Y. Rys. Co.	Calls attention to high steps on open cars; dangerous to health.	Dismissed, with statement to complainant.
10966, Krohn..... B. H. R. R. Co.	Noise and vibration caused by defective track in front of 497 Myrtle avenue.	Satisfied by repairs made by company.
10967, Dixon..... B. H. R. R. Co.	Complaint that Car No. 5004 of Greene and Gates avenue, marked for Park Row, was sent to Fulton Ferry.	Covered by Case 1880.
10968, Hunt..... S. I. Rap. Transit R. R. Co.	Unnecessary noise and fumes from locomotives at New Brighton.	Closed, no jurisdiction.
10969, Seymour.... N. Y. Consol. R. R. Co.	Unnecessary delays to Sea Beach cars; takes 25 minutes to go from 20th avenue to 62d street.	Covered by Case 1882.
10970, McDonald... L. I. R. R. Co.	Annoyance by practice of blowing whistles just before trains reach Hillside station eastbound, and just before they reach Brenton avenue crossing westbound.	Dismissed, upon report of engineer showing efforts of company to reduce practice to a minimum.
10971, Highbridge Taxp. Assn. B. H. R. R. Co.	Requests extension of Richmond Hill line to Jamaica.	Covered by Case 1873.
10972, Moroney.... Third Ave. Ry. Co.	Refusal of Conductor No. 386 of 125th Street crostown line to issue transfers when requested several minutes after he paid fares.	Dismissed, upon statement of company that conductor was right in refusing transfers.
10973, Sullivan.... N. Y. Consol. R. R. Co.	Requests placing of drip pans under elevated structure at Jamaica avenue, on Fulton Street elevated line.	Dismissed, in view of reconstruction of line.
10974, White..... N. Y. Consol. R. R. Co.	Inadequate stairway facilities at Franklin Avenue station; one stairway is kept closed by gate, Brighton Beach line.	Satisfied by arrangements to operate gate by agent as formerly.
10975, Transit Bureau. N. Y. Consol. R. R. Co.	Short line trains on Myrtle Avenue elevated line discontinued too soon, resulting in heavy overloading at end of rush hours.	Covered by Case 1882.
10976, Transit Bureau. Mid-Crostown Ry. Co.	Many cars on 28th and 29th Street crostown line are without destination signs.	Satisfied by action of company in equipping all cars with proper destination signs.

File No., name of complainant and company complained against	Subject	Disposition
10977, Transit Bureau. Ocean Elec. Ry. Co.	Inadequate service on Rockaway Beach line between 11 A. M. and 7 P. M.	Satisfied by agreement of company to operate additional service.
10978, Transit Bureau. B. H. R. R. Co.	Inadequate rush hour service on 16th Avenue line; more service needed through to Borough Hall.	Covered by Case 1744.
10979, Brooklyn Women's Prin. Assn. B. H. R. R. Co. N. E. R. R. Co.	Petition requesting that second transfers be restored on Nostrand Avenue, Lorimer Street and St. John's Place lines.	Covered by Case 1801.
10980, Rosenthal... I. R. T. Co.	Passengers boarding trains in subway at 145th street and wishing to go to Bronx must travel all the way to 110th street to make trip for one fare; suggests transfer for crossover at 135th street.	Dismissed, upon report of engineer showing insufficient need for arrangement requested.
10981, Greene..... I. R. T. Co.	Lack of benches on station platforms on Sixth and Ninth Avenue elevated lines; need for escalator at 155th street and Eighth avenue.	Closed, ill founded, with statement to complainant showing adequate provision for passengers desiring to sit down; no demand for escalator.
10983, Transit Bureau. Third Ave. Ry. Co.	Overloading on Third Avenue surface line.	Dismissed, upon report of engineer.
10984, Hickey..... N. Y. Consol. R. R. Co.	Wrong tickets issued on Brighton Beach trains for transfer at Coney Island.	Dismissed, with statement to complainant showing possibility of mistakes.
10985, Queens Co. Jockey Club. Adams Express Co.	Exorbitant charges for transportation of horses from Brooklyn to Aqueduct, L. I.	Covered by Case 1853.
10986, Washington Square Assn. N. Y. Rys. Co.	Defective condition of pavement between tracks on Broadway from Astor place to Waverly place and from Eighth to Ninth streets.	Satisfied by repairs made to pavement.
10987, Lubarsky... N. Y. Consol. R. R. Co. L. I. R. R. Co.	Late arrival of trains to and from Rockaway Beach; the 5:30 express did not leave Bowery station until 6:22 P. M. on June 29.	Satisfied by answer of company promising to look after service.
10988, Desses..... I. R. T. Co.	Obstructions on downtown station at 157th street, subway division; station dirty.	Satisfied by removal of obstructions and efforts to keep station clean.
10989, Borough President of Queens. L. I. R. R. Co.	Very poor service on Main line to and from Long Island City.	Covered by Case 1891.
10990, Thorpe..... N. E. R. R. Co.	Noise caused by broken rail in front of 950 Marcy avenue.	Satisfied by repairs made by company.
10991, Whitney.... N. Y. Rys. Co.	Annoyance caused by turning back of Broadway-Seventh Avenue cars at 50th street, although marked for 59th street.	Satisfied by answer of company.
10992, Bauer..... L. I. R. R. Co.	Had commutation ticket to Rockaway Park which was accepted for fare to Hammels; was forced to pay 5c extra fare from Rockaway Park to Hammels.	Satisfied by new arrangements of company to accept Rockaway Park tickets for fare to Hammels.

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File No., name of complainant and company complained against	Subject	Disposition
10993, Marsh..... N. E. R. R. Co.	Overcrowding of Church Avenue cars at 39th street and Fifth avenue; long headways.	Covered by Case 1880.
10994, McCoy..... I. R. T. Co.	Complaint that signboard at foot of stairway at 180th Street station of Third Avenue elevated line obstructs view of stores.	Dismissed. Matter one for Borough authorities.
10995, Thompson... N. Y. Consol. R. R. Co.	Unsanitary conditions at 20th avenue on Sea Beach line, on account of excavation work.	Satisfied by new arrangement at that location.
10996, Dodge Mfg. Co. Adams Express Co.	Refusal of company to make refund for pulley broken in transit, plus express charge already paid.	Satisfied by settlement of company for amount claimed.
10997, Earle..... L. I. R. R. Co.	Inadequate and inconvenient station at subway level, Atlantic avenue.	Covered by Case 1891.
10998, Pothier..... So. Bk. Ry. Co.	Unclean alleyway at terminal of Norton's Point line on Surf avenue.	Satisfied by efforts of company to keep alleyway clean.
10999, Wurster et al. N. Y. Consol. R. R. Co.	Petition requesting opening of stairway at Broadway Ferry station of Broadway elevated line.	Covered by Case 1877.
11000, Transit Bureau. N. Y. Consol. R. R. Co.	Delays to Sea Beach shuttle cars.	Satisfied by explanation made by company.
11001, Kennedy.... B. H. R. R. Co. N. E. R. R. Co.	Requests restoration of old transfer system involving rides on Greenpoint and Ocean Avenue lines.	Covered by Case 1801.
11002, Howarth.... C. I. & B. R. R. Co.	Under new transfer arrangements, unable to make trip from Smith and Wyckoff streets to Delancey street, via Williamsburg bridge, for one fare.	Covered by Case 1801.
11003, Bellick..... N. Y. Consol. R. R. Co.	Complaint of cutting off two cars from Rockaway Beach train leaving Bowery station at 7:30 P. M.	Satisfied by company answer showing service operated.
11004, Hawkins.... Amer. Express Co.	Excessive charge for sending a hundred-pound box from 234th street to 107th street.	Closed, default of complainant.
11005, Bell..... N. Y. Consol. R. R. Co.	Noise of switching Brighton Beach trains and storing them at Sheepshead Bay between midnight and 7:30 A. M.	Satisfied by report of engineer showing efforts of company to remedy conditions.
11006, Rutter..... L. I. R. R. Co.	Inconvenience caused by holding of main line trains at Long Island City and Jamaica.	Dismissed, upon report of engineer explaining physical difficulties.
11007, Maguire.... N. Y. Rys. Co.	Complaint that Broadway-Amsterdam Avenue cars marked for 125th street and Broadway are turned back at 117th street.	Dismissed, upon statement of company showing necessity.
11008, 28th Ward Taxp. Prot. Assn. N. E. R. R. Co.	Unable to transfer from St. John's Place line to Vanderbilt Avenue line going toward Myrtle avenue.	Covered by Case 1801.

File No., name of complainant and company complained against	Subject	Disposition
11009, Bath Beach Taxp. Assn. N. Y. Consol. R. R. Co.	Complaint of reduction of West End service passing around Brooklyn end of Brooklyn bridge during evening rush hours.	Covered by Case 1882.
11010, Woodward... Third Ave. Ry. Co.	Improper signs on a Broadway - Kingsbridge car; caused him great inconvenience.	Closed, ill founded, with statement to complainant explaining manner of designating those cars.
11011, Kahn..... L. I. R. R. Co.	Standing passengers carried on train leaving Flatbush avenue at 5:23 P. M.	Satisfied by increase of two cars to that train.
11012, Baldwin.... N. Y., N. H. & Hart. R. R. Co.	Car steps so high above station platforms, especially at Port Chester, that it is impossible for women to board train without assistance.	Satisfied by answer of company.
11013, Miraglia.... N. Y. Consol. R. R. Co.	Requests that 65th Street-Sea Beach cars make stop at 11th avenue.	Satisfied by new arrangements to make stop at point requested.
11014, Elson..... N. Y. Consol. R. R. Co.	Requests that 65th Street-Sea Beach cars make stop at 11th avenue.	Satisfied by new arrangements to make stop at location desired.
11015, Stroock & Stroock. N. Y. Transfer Co. Westcott Exp.	Express companies discriminate against traveling salesmen by charging them 50 cents to deliver trunks, which is usually done for 40 cents.	Dismissed, upon report of engineer showing charge in accordance with published tariff.
11016, Transit Bureau. N. E. R. R. Co.	Car No. 689 of 39th Street Ferry-Coney Island line passed 62d street and Fifth avenue with headlight not burning.	Dismissed, upon report showing error in number of car.
11017, Rosenfeld... N. Y. Consol. R. R. Co.	Platform at Manhattan Junction station on uptown side on Fulton Street line too short, also downtown side of Broadway elevated line.	Dismissed, with statement to complainant advising of reconstruction work contemplated.
11018, Rubino..... L. I. R. R. Co.	Standing passengers carried in 5:23 P. M. train from Flatbush avenue, en route to Babylon.	Satisfied by report of engineer showing new schedule to go in effect.
11019, Frey..... B. H. R. R. Co.	Protests against noisy operation of Flushing-Ridgewood cars on Fresh Pond road between Bleeker and Marshall streets.	Satisfied by repairs made by company.
11020, Wade..... N. Y. Rys. Co.	Refusal to issue transfers on Fourth and Madison Avenue line at Astor place to continue trip to Brooklyn bridge.	Closed, ill founded, with statement to complainant showing rule reasonable to require passengers to board proper cars in first instance.
11021, Kronold.... N. Y. Rys. Co.	Indifference of motormen on 23d Street crosstown line when signalled to stop at Sixth avenue.	Dismissed, upon report of engineer.
11022, Young..... N. Y. C. Int. Ry. Co.	Lack of service on lines of company, especially 180th Street line.	Closed, ill founded, upon report of engineer.
11023, McGuinness.. B. H. R. R. Co.	Broken rail in front of 632 Manhattan avenue, which causes vibration.	Satisfied by repairs made by company.
11024, Brown..... N. Y. Consol. R. R. Co.	Requests opening of stairway to elevated station at Adams and Johnson streets.	Satisfied by instructions to keep stairway open.
11025, Vandervoort N. Y. Rys. Co.	Noisy operation of cars on 116th Street crosstown line, especially at Manhattan avenue curve.	Closed, ill founded, upon report of engineer showing no unnecessary noise.

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File No., name of complainant and company complained against	Subject	Disposition
11026, Neler..... N. Y. Consol. R. R. Co.	Delays to Fulton Street elevated trains at Franklin Avenue station.	Closed, ill founded, upon report of engineer showing complaint not justified.
11027, Cairney..... N. E. R. R. Co. C. I. & B. R. R. Co.	Unable to make trip by transfer via Church Avenue line to Smith Street line, and then to 15th Street line.	Covered by Case 1801.
11028, Burns..... N. Y. C. & H. E. R. R. Co.	No baggage checked or received to Inwood station, although there is a station agent there.	Dismissed, upon report of engineer.
11029, Handler..... N. Y. Consol. R. R. Co.	Poor service in the morning from Rockaway Beach to Bowery station.	Dismissed, upon report of engineer showing physical difficulties in adding more trains.
11030, Haber..... L. I. R. R. Co.	Overloading on 8-car train leaving Pennsylvania Station at 2:40 P. M. for Far Rockaway.	Satisfied by addition of cars to this train; service now adequate.
11031, Crossman... I. R. T. Co.	Suggests operation of Ninth Avenue express trains so as to accommodate passengers with seats.	Closed, ill founded, report of engineer showing suggestion impracticable, on account of danger.
11032, Sigmund.... L. I. R. R. Co.	Overcharge for fare from Rockaway Beach to Pennsylvania Station.	Satisfied by answer of company showing fare charged correct.
11033, Ritchie..... 42d St., M. & St. N. Ave. R. R. Co.; N. Y. Rys. Co.	Refusal to issue transfer on Tenth Avenue branch car to Amsterdam avenue at 162d street after a ride on a Sixth and Amsterdam car.	Closed, ill founded, with statement to complainant explaining transfer arrangements.
11034, Singer..... N. Y. Consol. R. R. Co.	Unreasonable to hold Sea Beach cars for 25 minutes on a siding; takes 45 minutes to make trip from King's highway to New Utrecht avenue.	Covered by Case 1882.
11035, Schell..... N. Y. Rys. Co.; 42d St., M. & St. N. Ave. R. R. Co.	Inconvenience in transferring from Broadway cars to Seventh Avenue cars.	Closed, ill founded, with statement to complainant explaining transfer arrangements.
11036, Martin..... N. Y. Consol. R. R. Co.	Unsanitary condition of elevated cars on Fifth Avenue-Bay Ridge Avenue line leaving 65th street for Park Row, mornings.	Satisfied by answer of company showing efforts to keep cars clean.
11037, Swedish Hospital. N. E. R. R. Co.	Noisy operation of Rogers Avenue and Ocean Avenue cars at Sterling place and Rogers avenue.	Satisfied by repairs made by company.
11038, Dilg..... N. Y., N. H. & Hart. R. R. Co.	Failure to stop Main line trains at stations in Bronx.	Closed, dormant.
11039, Schapiro.... N. Y. Consol. R. R. Co.	Lack of signs at Bowery station to show where trains may be boarded for Rockaway Beach.	Satisfied by report of engineer showing installation of proper signs.
11040, Kohart..... N. E. R. R. Co.	Overcrowding on Church Avenue line.	Covered by Case 1880.
11041, Rosenblum.. N. E. R. R. Co.	Disgraceful condition on St. John's Place line east of Buffalo avenue; requests extension of line to Rockaway and Liberty avenues, or at least to Ralph avenue.	Covered by Case 1880.

File No., name of complainant and company complained against	Subject	Disposition
11042, Boesch et al. B. H. R. R. Co.	Petition protesting against noise and vibration caused by operation of Flushing avenue cars along Junction avenue between Corona and Alstyne avenues.	Satisfied by repairs made by company.
11043, Riordan et al. B. H. R. R. Co.	Petition complaining of condition of tracks on Nostrand avenue between Lexington and Greene avenues.	Satisfied by installation of new rail.
11044, Ratigan..... N. Y. & Q. C. Ry. Co.	Requests operation of cars on Broadway line specially for laborers.	Satisfied by arrangements of company to operate flat cars for accommodation of laborers.
11045, Soule..... C. I. & B. R. R. Co.	Long headways between cars on DeKalb Avenue line at Bleecker and Seneca streets.	Covered by Case 1880.
11046, Equipment Inspection Bureau. Third Ave. Ry. Co.	Report showing 3-foot piece of rail which is loose in front of Engine House No. 38, 154th street and Amsterdam avenue.	Dismissed, upon report of engineer showing slight corrugation.
11047, Sharpe..... B. H. R. R. Co.	Unnecessary noise caused by Cars Nos. 4308, 4384 and 4804 of Nostrand Avenue line.	Satisfied by repairs made to cars complained of.
11048, Kohart..... B. H. R. R. Co.	Inconvenience caused by switching of cars on Flatbush avenue at East 49th street and Avenue "N."	Covered by Case 1880.
11049, Hayes..... Mid-Crosstown Ry. Co.	Complaint of operation of Car No. 1148 of 28th and 20th Street cross-town line with a flat wheel for about three weeks.	Satisfied by action of company in removing flat wheel.
11050, Kip..... So. Bk. Ry. Co.	Noisy operation of Norton's Point line cars at Sea Gate.	Satisfied by efforts of company to remedy conditions.
11051, Schilling.... S. I. Ry. Co.	Waiting room and agent's room at Eltingville station in such condition that it is dangerous to health.	Satisfied by repairs made by company.
11052, Adelman.... B. H. R. R. Co.; N. E. R. R. Co.; Bk. & No. River R. R. Co.	Refusal to issue transfer to Church Avenue car in trip involving Brooklyn and North River car, transfer to 16th avenue and thence to Church avenue.	Satisfied by explanation of company that transfer should have been issued; conductor complained of has been reprimanded.
11053, Wolf..... 42d St., M. & St. N. Ave. R. R. Co.	Complaint of noise of cars operated on Broadway from 96th to 99th streets; track in poor condition.	Covered by Case 1893.
11054, Fellman.... 42d St., M. & St. N. Ave. R. R. Co.	Annoyance caused by turning back Car No. 1099 of Tenth Avenue branch line at 120th street and Amsterdam avenue, although marked for 162d street.	Closed, default of complainant.
11055, Business Men's Assn. N. Y. & Q. C. Ry. Co.	Transfers issued on Flushing Avenue cars at Flushing Bridge good only on Jamaica cars; this arrangement unsatisfactory.	Satisfied by answer of company.

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File No., name of complainant and company complained against	Subject	Disposition
11056, Furst... C. I. & B. R. R. Co.	Noise and vibration caused by cars passing over poor track at curve at corner of Ninth street and Prospect Park West.	Satisfied by repairs made by company.
11057, Johnston.... N. E. R. R. Co.	Refusal of motormen on Ocean Avenue cars to stop for passengers at Avenue "K"; last incident involved conductor No. 1285.	Satisfied by discipline administered by company to conductor concerned.
11058, Liederman.. N. Y. Consol. R. R. Co.	No bench on downtown platform at Grand street station of Myrtle Avenue elevated line.	Satisfied by action of company in placing a bench on platform in question.
11059, Dixon..... N. Y. Consol. R. R. Co.	Dangerous conditions at Park Row, caused by crowding and pushing, West End line.	Satisfied by promise of company to assign additional platform men.
11060, Crowell.... L. I. R. R. Co.	Inadequate accommodations on train leaving Brooklyn Manor at 7:57 A. M., Rockaway Beach Division.	Satisfied by addition of two cars to train complained of.
11061, Knightly Club. I. R. T. Co.	Great congestion at 169th street and at Claremont avenue stations of 3rd Avenue elevated line during rush hours.	Satisfied by report of engineer showing construction of an additional stairway at 169th street and reconstruction work contemplated.
11062, Oppenheimer L. I. R. R. Co.	General complaint of inadequate service on Far Rockaway Branch.	Closed, ill founded, upon report of engineer.
11063, Ryan..... B., Q. C. & Sub. R. Co.	Terrific noise caused by cars passing over defective crossover on Utica avenue between St. John's Place and Lincoln Place.	Satisfied by repairs made by company.
11064, Hogan..... Ocean Elec. Ry. Co.	Inadequate service on Rockaway Beach line between Rockaway Beach and Neponset.	Satisfied by explanation made by company.
11065, Wall et al. C. I. & B. R. R. Co.; B., Q. C. & Sub. R. Co.	Failure of Smith street and Reid Avenue cars to stop for passengers at Avenue "Q."	Satisfied by instructions to all crews to stop at Avenue "Q."
11066, Smith..... I. R. T. Co.	Failure of Guard 0599 on a subway train to open side door of last car at 72d Street station.	Closed, default of complainant.
11067, Anonymous.. 42d St., M. & St. N. Ave. R. R. Co.	Requests that Tenth Avenue branch cars be operated up Broadway over the Kingsbridge line instead of stopping at 182d street.	Dismissed, upon statement of company that request would be impracticable.
11068, Case..... Adams Express Co. McKinney's Express	Sent trunk from Brooklyn to Richmond Hill, having given the trunk to McKinney's Express, for which a charge of 50 cents was made, and then that company turned the trunk over to Adams Express Co., for which an additional charge of 50 cents was made.	Closed, no jurisdiction.
11069, Dept. of Health. N. Y. Consol. R. R. Co.	Noise of trains when making curve from Fulton street into Flatbush avenue, Fifth Avenue elevated line.	Satisfied by instructions to grease curve five times daily.
11070, Graham..... N. E. R. R. Co.; C. I. & B. R. R. Co.; Bk. & No. River R. R. Co.	Terrific noise caused by cars passing over broken rails on Willoughby street near Gold street.	Satisfied by repairs made by company.

File No., name of complainant and company complained against	Subject	Disposition
11071, Smith..... S. I. Mid. Ry. Co.	Failure of Midland Beach cars to take on passengers when making return trip from Midland Beach to St. George.	Satisfied by explanation of company showing unusual conditions.
11072, Brady..... N. Y. Consol. R. R. Co.	Failure of Fifth Avenue elevated trains to stop at Union Street station.	Dismissed, with statement of explanation to complainant.
11073, Paxton et al N. Y. Consol. R. R. Co.	Refusal of 65th Street-Sea Beach cars to make stop at 11th avenue.	Satisfied by agreement of company to stop cars at that location.
11074, Neugass..... Ocean Elec. Ry. Co.	Careless and inefficient employees on Far Rockaway line; his child narrowly escaped injury by car starting when child was about to board.	Closed, default of complainant.
11075, Von Buckow. N. E. R. R. Co.	Noise caused by cars passing over broken rail in front of 218 Ralph avenue, Brooklyn.	Satisfied by promise of company to make repairs.
11076, Sudbrink.... L. I. R. R. Co.	Inadequate Sunday service on Rockaway Beach division from Hammel's station.	Satisfied by explanation made to complainant.
11077, O'Donnell... B. H. R. R. Co.	Refusal of motorman on a 3d Avenue surface car to stop for waiting passengers at Livingston street and Elm place at 10:25 P. M., during heavy rain.	Satisfied by action of company in disciplining motorman.
11078, Equipment Inspection Bureau N. Y. & Q. C. Ry. Co.	Crossover on Jackson avenue opposite N. Y. & Queens Electric Light & Power Co., in need of repairs.	Satisfied by installation of new crossover.
11079, Jacobs..... N. Y. Consol. R. R. Co.	Inadequate service on Broadway elevated line from Essex Street station during rush hours.	Covered by Case 1884.
11080, New town Local Board of Imps. L. I. R. R. Co.	Resolution requesting regulation of gates at Vernon avenue, L. I., so as to minimize inconvenience caused to industrial interests of city.	Dismissed, upon report of engineer; traffic has diminished greatly over crossing.
11081, Hudgens.... I. R. T. Co.	Unclean condition of Manhattan Street station of Broadway subway; stairways filthy.	Satisfied by measures taken by company to keep station clean.
11082, American Real Estate Co. 42d St., M. & St. N. Ave. R. R. Co.	Noisy operation of Broadway cars operating over defective tracks at 110th street and Broadway.	Covered by Case 1893.
11083, Henry..... 42d St., M. & St. N. Ave. R. R. Co.	Cars operating on upper Broadway around 90's very noisy.	Covered by Case 1893.
11084, Myers..... L. I. R. R. Co.	Impossible to sleep because of practice of blowing whistles and ringing of bells during night at Jamaica avenue crossing.	Satisfied by issuance of instructions to discontinue all unnecessary noises.
11085, Transit Bureau. C. I. & B. R. R. Co.; N. E. R. R. Co.; L. I. Elec. Ry. Co.; Richmond Lt. & R. R. Co.	Report showing traffic conditions to and from beaches on Sundays.	Dismissed.
11086, Payne..... N. Y. Consol. R. R. Co.	General complaint of service on Culver line.	Covered by Case 1882.

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File No., name of complainant and company complained against	Subject	Disposition
11087, Dreyer..... N. Y. Consol. R. R. Co. L. I. R. R. Co.	Complaint of late arrival of Rockaway Beach trains; inadequate service.	Dismissed, upon report of engineer.
11088, Bannon..... C. I. & B. R. R. Co.	Poor service on Smith Street line from Park Row between 6 and 7 P. M.	Covered by Case 1880.
11089, Dore..... N. Y. C. Int. Ry. Co.	Refusal to accept 8 cent transfer from elevated line to westbound cars from Central Bridge to Amsterdam avenue, Ogden Avenue line.	Closed, default of complainant.
11090, Smith..... N. Y. & Q. C. Ry. Co.	No through service during night on College Point line.	Satisfied by arrangements to issue transfers at turn-back point to shuttle going to College Point.
11091, Mischke..... N. Y. Consol. R. R. Co.	Complaint of turning back West End trains at Sands street, although marked for Park Row; inadequate service.	Covered by Case 1882.
11092, State Insurance Fund. N. Y. Consol. R. R. Co.	Danger to employees by exposed third rail from Chambers and Centre streets to Delancey and Essex streets, Centre Street loop.	Dismissed, with statement to complainant explaining situation.
11093, Winship..... L. I. R. R. Co.	Complaint that 6:13 P. M. train from Flatbush avenue has discontinued to stop at Morris Park station.	Covered by Case 1891.
11094, Equipment Inspection Bureau L. I. R. R. Co.	Practice of operating steam engines on same track as passenger trains in Atlantic Avenue tunnel; one passenger train was filled with smoke.	Covered by Case 1878.
11095, McLean..... I. R. T. Co.	Shuttle trains leaving Willis avenue very seldom make connections with through trains at 129th street.	Closed, ill founded, with statement to complainant explaining conditions.
11096, White..... N. Y. Consol. R. R. Co.	Slow movement of trains on West End line to Park Row.	Covered by Case 1882.
11097, Lippman..... N. Y. Consol. R. R. Co.	Complaint of turning back Brighton Beach trains marked for Park Row at Sands street.	Satisfied by answer of company.
11098, Blumenthal.. N. Y. Consol. R. R. Co.	Long headways on Brighton Beach line at Ocean Parkway.	Satisfied by improvements in service.
11099, Manacher... N. Y. Consol. R. R. Co.	Congested conditions at Bowery and Essex Street stations; insufficient service.	Covered by Case 1884.
11100, O'Reilly..... N. Y. Consol. R. R. Co.	Unbearable noise caused by elevated trains rounding curve at Adams and Sands streets.	Dismissed, with statement to complainant pointing out that curve is greased several times daily.
11101, Byrne..... B. H. R. R. Co.	Failure of Fulton street cars to stop at Willoughby street, although there is a sign designating that street as a trolley station.	Closed, ill founded, with statement to complainant.
11102, Benes..... N. Y. Q. C. Ry. Co.	Complaint that 4:28 A. M. car from Flushing Bridge on Corona line leaves 14 minutes earlier without announcement to public.	Satisfied by statement to complainant that company is not obligated to make public any change in time-tables.

File No., name of complainant and company complained against	Subject	Disposition
11103, Gilchrist.... Westcott Exp. Co.	Overcharge for delivery of trunk to Erie R. R. office at 28 Court street.	Dismissed, with statement to complainant that rate charged is in accordance with published tariff.
11104, Mortmer.... C. I. & B. R. R. Co.	Complaint of high running boards on open cars operated on Smith Street, Franklin Avenue and DeKalb Avenue lines.	Dismissed.
11105, Provenzano.. N. Y. Consol. R. R. Co.	Long headways between 65th Street-Sea Beach shuttle cars at Fort Hamilton Parkway station.	Dismissed, upon report of engineer showing service will be improved when double-track operation is resumed.
11106, Jackson.... N. Y. Consol. R. R. Co.	Poor service on Brighton Beach line from Coney Island on Sundays.	Closed, ill founded, with statement to complainant explaining conditions.
11107, Putnam..... N. Y. Rys. Co.	Noise as Eighth Street Crosstown cars turn in to Greenwich avenue.	Satisfied by instructions to keep curve greased.
11108, Treat..... N. Y. Rys. Co.	Poor service on 23d Street Crosstown line.	Closed, ill founded, with statement to complainant.
11109, Shirke..... B. H. R. R. Co.	Irregular service on 3d Avenue surface line.	Covered by Case 1880.
11110, Southerland.. L. I. R. R. Co.	Refusal of company to sell commutation ticket from September 1st to 15th with commutation for full month of August.	Closed, ill founded, with statement of explanation to complainant.
11111, Schoenherr.. C. I. & B. R. R. Co.	Refusal to accept DeKalb Avenue line transfer on Dekalb Avenue-Coney Island car.	Covered by Case 1801.
11112, Gompers.... N. Y. Consol. R. R. Co.	Rowdism on rear platforms of trains on Fulton Street elevated line.	Covered by Case 1693.
11113, Geery..... N. E. R. R. Co.	Noise from Marcy Avenue surface cars passing over defective track at Marcy avenue and Penn street.	Satisfied by repairs made by company.
11114, Ryan..... B. H. R. R. Co.	Broken rail directly in front of 56 Willoughby street, Brooklyn.	Satisfied by repairs made by company.
11115, Borough President of Richmond. S. I. Rap. Transit Ry. Co.	Dangerous condition of bridges at Fingerboard Road, at Grasmere and at Ft. Wadsworth; they are of old wooden type.	Satisfied by repairs made to bridges.
11116, Walton..... C. I. & B. R. R. Co.	Inadequate service on Hamilton Ferry line.	Covered by Case 1880.
11117, Rumler..... N. Y. Rys. Co.	Inconvenience and discomfort caused by use of new stepless cars on Broadway line; confusion between boarding and alighting passengers.	Closed, ill founded, with statement of explanation to complainant.
11118, Darling..... N. Y. Consol. R. R. Co.	Noise and screeching of brakes on Fifth Avenue elevated line between Fourth and Fifth streets.	Covered by Case 1746.
11119, Bruchhausen L. I. R. R. Co.	Unable to open windows on Long Island Railroad trains so as to permit of free passage of air.	Satisfied by explanation to complainant showing efforts to keep windows in conditions so that they may be readily opened.
11120, Sonnek..... L. I. R. R. Co.	No train leaving Union Course between 8:28 and 8:53 A. M. for Flatbush avenue.	Covered by Case 1891.

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File No., name of complainant and company complained against	Subject	Disposition
11121, Boardman... C. I. & B. R. R. Co.	No announcement made of re-routing of DeKalb Avenue cars through Washington street on account of construction of new crossing at Fulton and Jay streets.	Closed, ill founded, with statement to complainant.
11122, Hardy, Voorhees Co. B. H. R. R. Co.; B. Q. C. & Sub. R. R. Co.	Refusal to issue transfers from Flushing Avenue cars to Wyckoff Avenue, Union, Flushing-Knickerbocker and Bushwick Avenue lines.	Covered by Case 1801.
11123, Quinn..... N. Y. Consol. R. R. Co.	Inadequate service on Lexington Avenue elevated line from Cypress Hills to Chambers street during A. M. rush hours.	Covered by Case 1882.
11124, Cokefair.... B. H. R. R. Co.	Misleading statement on 65th Street-Ft. Hamilton Avenue line transfer as to its use.	Covered by Case 1801.
11125, Graff..... B. H. R. R. Co.; N. Y. & Q. C. Ry. Co.	Deplorable condition of crossing at Junction and Kingsland avenues; terrific noise and jar.	Satisfied by installation of a new crossover.
11126, Steckler.... L. I. R. R. Co.	Unsafe crossing at Channel and Atlantic avenues, Far Rockaway; impossible to see approaching trains.	Covered by Case 1881.
11127, Stonebridge. City Island Pelham Pk. Ry. Co.	Complaint of smoking in motor cars and stages running to City Island.	Closed, no jurisdiction.
11128, Anonymous.. N. Y. Rys. Co.	Complaint of turning back Fourth and Madison Avenue cars at 134th street, although marked for 125th street, southbound.	Satisfied by report of engineer showing arrangements made by company for through service.
11129, Gordon..... N. Y. Consol. R. R. Co.	Considerable time lost in making connections between West End shuttle and eastbound Culver and Bay Ridge combination trains, between 2 and 5 A. M.	Satisfied by action of company to avoid all unnecessary delays.
11130, Prospect Pk. West Civic Assn. N. E. R. R. Co.; C. I. & B. R. R. Co.	Requests change in second fare points on Smith Street, Union Street, Ninth Avenue and 15th Street lines.	Covered by Case 1871.
11131, Eberlin..... C. I. & B. R. R. Co.	Refusal of Smith Street cars to stop for passengers on Coney Island avenue in the morning.	Dismissed, with statement to complainant.
11132, Rockwood & Co. N. Y. Consol. R. R. Co.	Unnecessary noise from Lexington Avenue elevated trains at Park and Washington avenues.	Satisfied by arrangements to grease curve more often.
11133, Doyle..... S. I. Mid. Ry. Co.	Inadequate service to handle crowds on Midland Beach line from Midland Beach.	Covered by Case 1772.
11134, Lesikin..... C. I. & B. R. R. Co.	Poor service to Coney Island from Ridgewood on DeKalb Avenue line.	Satisfied by promise of company to increase service.
11135, Wolf..... N. E. R. R. Co.	Insolence of conductors on Bergen Street cars.	Closed, default of complainant.
11136, Rosenmeyer. Union Ry. Co.	Unnecessary noise of Fordham and Woodlawn cars at Fordham Road and Lorin Place.	Satisfied by report of engineer showing efforts of company to eliminate unnecessary noise.
11137, Harrison.... N. Y. Rys. Co.	Noisy operation of Lexington Avenue cars at 38th street, caused by rough and uneven track and broken joints.	Satisfied by repairs made by company.

File No., name of complainant and company complained against	Subject	Disposition
11138, Taylor..... N. Y. Rys. Co.	Defective track on Lexington avenue in neighborhood of 38th street.	Satisfied by repairs made by company.
11139, Miller..... N. Y. Rys. Co.	Requests that Broadway-Lexington Avenue transfers be accepted on Lenox - Lexington Avenue cars at Lexington Avenue and 116th street.	Satisfied by explanation made by company.
11140, Dearborn.... 42d St., M. & St. N. Ave. R. R. Co.	Noisy operation of Broadway branch cars in vicinity of 113th street; poor roadbed.	Covered by Case 1893.
11141, Kupfer..... Third Ave. Ry. Co.	Failure of 125th Street Crosstown cars to stop at Manhattan street, en route to Ft. Lee Ferry.	Closed, ill founded, upon report of engineer showing regulation of operation of cars by traffic policeman at that crossing.
11142, Barnes..... C. I. & B. R. R. Co. 11143, Schley..... N. Y. Consol. R. R. Co.	Inadequate service on Franklin Avenue line. Slow movement of Cypress Hills trains crossing Williamsburg bridge in the morning.	Covered by Case 1880.
11144, Fetterly..... N. E. R. R. Co.	Overcrowding of Ocean Avenue cars to Sheepshead Bay at Rogers Avenue and St. John's Place.	Covered by Case 1880.
11145, Kensington & Parkville Imp. League. N. Y. Consol. R. R. Co.	Complaint of discontinuance of Park Row service on Culver line on Sundays.	Dismissed, with statement to complainant stating conditions.
11146, Plischke.... N. Y. Consol. R. R. Co.	Complaint of turning back West End train at Sands street, although marked to go to Park Row.	Satisfied by explanation made by company.
11147, Mints..... N. Y. Consol. R. R. Co.	Requests immediate enlargement of stations at Sutler Avenue and at Eastern Parkway-Broadway Elevated line.	Dismissed, upon report of engineer.
11148, Wyllie..... N. Y. Rys. Co.	Noisy operation of Lexington Avenue cars in front of 491 Lexington Avenue.	Dismissed, upon report of engineer showing track in good condition.
11149, Liebmann.... N. Y. Rys. Co.	Requests that cars of Union Railway Company crossing viaduct be required to exchange transfers with Eighth Avenue line, so that passengers may go to Central Bridge.	Dismissed, with statement to complainant explaining situation with respect to transfers.
11150, Lambert.... L. I. R. R. Co.	Failure of 34th Street ferryboats to connect with trains at Long Island City.	Dismissed, with statement to complainant explaining conditions.
11151, Barton..... N. Y. Rys. Co.	Loud and unnecessary ringing of gongs on new cars.	Closed, ill founded, upon report of engineer.
11152, Hart..... Third Ave. Ry. Co. B. H. R. R. Co.	Defective condition of tracks on Greene Avenue between Classon and Franklin Avenues; car No. 1000 of Third and Amsterdam Avenue line marked "Ft. George" turned back short of destination.	Closed, ill founded, upon report of engineer showing track in good condition, and upon statement of Third Avenue Ry. Co. giving reason for turning back of car.
11153, Pierando.... L. I. R. R. Co.	Refusal of collectors on Rockaway Beach trains to sell excursion tickets between Railroad Avenue and Broad Channel.	Satisfied by agreement of company to sell commutation tickets when stations are closed.

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File No., name of complainant and company complained against	Subject	Disposition
11154, Devine et al L. I. R. R. Co.	Petition requesting that train No. 1307 leaving Rockaway Park at 6:28 A. M. make stop at Broad Channel on week days.	Satisfied by action of company in stopping of train at Broad Channel.
11155, Irwin..... B. H. R. R. Co.	Refusal to accept Church Avenue line transfers on Nostrand Avenue cars.	Satisfied by arrangements of company so that transfers may be accepted.
11157, Langlots.... N. Y. Consol. R. R. Co.	Noisy operation of Fifth Avenue elevated trains in front of 396 Third street, Brooklyn.	Satisfied by report of engineer.
11158, Hanrahan... N. E. R. R. Co.	Refusal of Conductor No. 671 of Fifth Avenue car to accept transfers from Third Avenue and Hamilton Avenue lines.	Satisfied by explanation of transfer arrangements and by discipline of conductor in question.
11159, Kunstler.... C. I. & B. R. R. Co.	Defective track in front of 174 South Eighth street, Brooklyn - Franklin Avenue line.	Satisfied by repairs made by company.
11160, Nowak..... Adams Express Co.	Failure to deliver couch bed sent from Brooklyn to Meadowmere, Jamaica.	Satisfied by settlement of claim for \$3.
11161, Adams..... N. Y. Rys. Co.	Noisy operation of cars switching around curves at Amsterdam avenue and 106th street.	Satisfied by arrangements of company to grease tracks twice daily.
11162, Bronx Tinsmith Supply Co. Union Ry. Co.	Delay to vehicular traffic by water car pulling in on a dead track at Boston road and 177th street.	Closed, ill founded, upon statement of engineer showing company within its rights.
11163, Schland.... N. Y. Consol. R. R. Co.	Inadequate service on Rockaway Beach line from Manhattan to Rockaway Beach.	Dismissed, with statement to complainant showing physical conditions.
11164, Leon..... 42d St., M. & St. N. Ave. R. R. Co.; N. Y. Rys. Co.	Noisy operation of cars at 42d street and Lexington avenue; track defective.	Satisfied by repairs made by company.
11165, Keenan..... I. R. T. Co.	Complaint that Second Avenue elevated train skipped stations from 42d street to 72d street without announcement.	Dismissed, with statement to complainant.
11166, Hitzel..... N. Y. Consol. R. R. Co.	Failure of ticket agent at 62d street and New Utrecht avenue to supply continuing trip tickets to 64th street feeder line.	Satisfied by posting of notices at West End terminal to secure transfer tickets at that terminal.
11167, Pierando.... L. I. R. R. Co.	Complaint of condition of crossing at Euclid avenue; only part of crossing planked.	Satisfied by placing of new planking.
11168, Wasserman.. B. H. R. R. Co.	Noisy operation of Lorimer Street cars over broken track in front of 158 Lorimer street.	Satisfied by repairs made by company.
11169, Kelly..... N. Y. Consol. R. R. Co.	Dangerous practice of passengers at Bowery station of entering trains through car windows.	Covered by Case 1884.
11170, Stern..... N. Y. Consol. R. R. Co.	Long headway between cars on Sea Beach line; lack of shelter at 62d street.	Dismissed, in view of reconstruction work going on.
11171, Mintz..... N. Y. Consol. R. R. Co.	Overcrowding of Rockaway Beach trains on Saturdays and Sundays.	Dismissed, upon report of engineer.
11172, Marks..... N. Y., N. H. & Hart. R. R. Co.	Protests against practice of engineers on locomotives of blowing exhaust unnecessarily; impossible to sleep.	Satisfied by action of company in reducing noise to a minimum.

File No., name of complainant and company complained against	Subject	Disposition
11173, Hunt..... I. R. T. Co.	Overcrowding on Third Avenue elevated line northbound during P.M. rush hours.	Dismissed, with statement to complainant explaining conditions.
11174, Cunningham. C. I. & B. R. R. Co.	Complaint of insolence of conductor on Car No. 363 of Franklin Avenue line.	Closed, default of complaint.
11175, Bernard..... N. Y. Consol. R. R. Co.	Unable to sleep because of noisy operation of Fifth Avenue elevated trains in front of 88 Fifth Avenue, Brooklyn.	Satisfied by repairs made to noisy cars.
11176, Schiff..... N. E. R. R. Co.	Complaint that Ocean Avenue cars passing through Marcy avenue raise so much dust that it is dangerous to health.	Closed, no jurisdiction.
11177, Monheimer.. C. I. & B. R. R. Co.	Dangerous practice of passengers of boarding cars at Coney Island.	Covered by Case 1880.
11178, Thiemer.... B. H. R. R. Co.	Vibration caused by operation of Nostrand Avenue cars over switch in front of 523 Nostrand avenue.	Satisfied by repairs made by company.
11179, Transit Bureau. So. Bk. Ry. Co.	Car No. 2913 of Norton's Point line was operated with headlight not burning at 11:50 P. M. on August 16th.	Satisfied by action of company in disciplining motorman.
11180, Hamilton... B., Q. C. & Sub. R. R. Co.	Noisy operation of Broadway cars.	Covered by Case 1746.
11181, Atlas Ribbon Co., Inc. L. I. R. R. Co.	Requests restoration of 6:25 P. M. train at Whitestone.	Dismissed, with statement to complainant.
11182, Levy..... N. E. R. R. Co.	Poor service on Church Avenue and Rogers Avenue lines.	Covered by Case 1880.
11183, Byrne..... Westcott Exp. Co.	Overcharge on a small trunk sent from Barclay street, New York, to Brooklyn.	Dismissed, with statement to complainant that charge is in accordance with published tariff.
11184, O'Brien Assn. S. I. Ry. Co.	Complaint of unsanitary condition of toilet at Totenville station.	Satisfied by repairs made to toilet.
11185, Spillane.... Third Ave. Ry. Co.	Noisy operation of Third Avenue cars over electric switch between 87th and 88th streets.	Satisfied by installation of new crossover.
11186, Bond..... N. E. R. R. Co.; N. Y. Consol. R. R. Co.	Overcrowding on Ocean Avenue surface line and on Brighton Beach elevated line.	Covered by Cases 1880 and 1882.
11187, West End Bd. of Trade. N. E. R. R. Co.	Overcrowding of 65th Street-86th Street line; cars sent to barns.	Dismissed, with statement to complainant explaining conditions.
11188, Lentillon... L. I. Elec. Ry. Co.	Complaint of turning back Car No. 109 of Far Rockaway line between Hook Creek and the end of the meadow.	Satisfied by explanation made by company.
11189, Schmalstich. I. R. T. Co.	Slow movement of subway trains from Bronx after they enter the tube.	Satisfied by answer of company.
11190, Corn..... Union Ry. Co.; N. Y. C. Int. Ry. Co.	Refusal to accept 149th Street Crosstown transfer on Southern Boulevard car southbound at 167th street, after rides on a Webster Avenue car and on a 167th Street Crosstown car.	Closed, ill founded, with statement to complainant explaining transfer arrangements.

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File No., name of complainant and company complained against	Subject	Disposition
11191, Moffett..... N. Y. Consol. R. R. Co.	Danger of practice of throwing missiles from elevated cars on Broadway line.	Satisfied by answer of company.
11192, Taussig..... Third Ave. Ry. Co.	Complaint that Conductor No. 251 of Third and Amsterdam Avenue line was very insulting.	Closed, ill founded, with statement to complainant that Commission has no authority.
11193, Vernon..... N. Y. Consol. R. R. Co.	Overcrowding of Rockaway Beach trains.	Dismissed, with statement to complainant explaining conditions.
L. I. R. R. Co.		
11194, Apel..... N. E. R. R. Co.	Defective track in front of 87 Bergen street, Brooklyn.	Satisfied by repairs made by company.
11195, Crawford... N. E. R. R. Co.	Complaint of depressions in pavement at southwest corner of St. John's Place and New York avenue, making car steps very high.	Closed, no jurisdiction.
11196, Clark..... I. R. T. Co.	Suggests that all windows of subway trains at Van Cortlandt Park be opened 15 minutes before going into operation.	Satisfied by answer of company.
11197, Transit Bureau. N. Y. Consol. R. R. Co.	Overloading on Brighton Beach trains Saturday afternoons.	Covered by Case 1882.
11198, Grodenwald. N. Y. Consol. R. R. Co.	Requests that bill board at foot of Vanderbilt avenue stairway be removed permanently.	Dismissed, upon report of engineer.
11199, Brinton..... Manh. & Qu. Tr. Corporation.	Was drenched by sprinkler car passing by when she was walking on the inside of sidewalk of Queens boulevard; operator put on more pressure on purpose.	Dismissed, upon statement of company.
11200, Edwards.... N. E. R. R. Co.	Refusal of Conductor No. 2482 of St. John's Place Car No. 5083 to give transfer at time fare was paid.	Dismissed, with statement to complainant that Commission has no supervision over employees of railroad companies.
11201, Honerkamp.. B. Q. C. & Sub. R. R. Co.	Noisy operation of cars on Reid avenue between Jefferson avenue and Halsey street.	Satisfied by repairs made by company.
11202, Madel..... N. Y. Rys. Co.	Depression in pavement along side of track at 31st street and 7th avenue.	Satisfied by repairs made by company.
11203, Duignan.... N. Y. Rys. Co.; D. D. E. B'way. & Batt. R. R. Co.	Vibration caused by cars on Ninth Avenue surface line between Desbrosses and Vestry streets.	Satisfied by repairs made by company.
11204, Property Owners' Imp. Corporation. I. R. T. Co.	Inadequate subway service from 145th street and Lenox avenue.	Closed, ill founded, with statement to complainant explaining conditions.
11205, Weber-McLoughlin Co. N. Y. C. & H. R. R. Co.	Complaint of condition of 132d street crossing; impossible to do any trucking across that crossing.	Covered by Case 1872.
11206, Hartung.... I. R. T. Co.	Noise from banging of windows and doors of subway cars stored on Southern Boulevard between Freeman and Home streets.	Satisfied by efforts of company to reduce noise.

File No., name of complainant and company complained against	Subject	Disposition
11207, Richmond Hill Civic Assn. L. I. R. R. Co.	Complaint that time-tables of Atlantic division do not show running time of trains between Dunton and Flatbush avenue.	Dismissed, upon report of engineer.
11208, Gillis..... N. Y. Consol. R. R. Co.	Overcrowding of 3-car trains on West End line from Coney Island.	Satisfied by improvements in service.
11209, Brophy..... N. E. R. R. Co.	Refusal to permit complainant to continue trip on Ocean Avenue car to Sheepshead Bay when block occurred.	Satisfied by answer of company.
11210, Franck..... N. Y. Rys. Co.	Noise caused by operation of heavy cars over corrugated rails and depressed joints on Lexington avenue.	Dismissed, upon report of engineer showing conditions caused by subway work.
11211, Gibson..... N. Y. Consol. R. R. Co.	Complaint of operation of defective equipment on Lexington Avenue elevated line in early morning hours.	Closed, default of complainant.
11212, Adkins..... L. I. R. R. Co.	No service furnished at Whitestone between 1:20 and 5:30 A. M.	Closed, default of complainant.
11213, Dongan Hills Imp. Society. Richmond Lt. & R. R. Co.	Dangerous operation of Richmond line cars at Richmond road and Four Corners road.	Satisfied by company answer.
11214, Kimmel..... N. Y. Consol. R. R. Co.	Failure to operate trains from Rockaway Beach between 7:10 and 8:14 A. M.	Dismissed, upon report of engineer.
11215, Block..... C. I. & B. R. R. Co.	Long headways on DeKalb Avenue line at Grandview avenue during night.	Covered by Case 1880.
11216, Buckland... N. Y. Consol. R. R. Co. L. I. R. R. Co.	Insufficient service from Bowers station to Rockaway Beach; waited from 5:45 to 6:45 P. M. for a train to Rockaway Beach.	Dismissed, with statement to complainant explaining conditions.
11217, Janton..... N. Y. Consol. R. R. Co.	No guard rails on platform at Chambers Street station; great confusion and crowding.	Covered by Case 1884.
11218, Cadwell..... N. Y. & Q. C. Ry. Co.	Was struck by a tomato hurled at Motorman No. 871 of a Jamaica Avenue car by a man on street; motorman was joking with man.	Satisfied by action of company in disciplining motorman.
11219, Adlon Construction Co. N. Y. Rys. Co.	Noise caused by Seventh Avenue cars at 53d street.	Satisfied by repairs made by company.
11220, Dreyfus..... L. I. R. R. Co.	Poor service to Far Rockaway during night.	Satisfied by improvements in service.
11221, Sonnenstrahl N. Y. Consol. R. R. Co.	Noisy operation of Myrtle Avenue elevated trains between Fleet Place and Hudson avenue; curve not well greased.	Satisfied by arrangements to grease curve.
11222, Sonnenstrahl N. Y. Consol. R. R. Co.	Complaint that windows in his house at 188 Myrtle avenue were broken by rowdies riding on rear platforms of Myrtle Avenue elevated trains.	Covered by Case 1693.
11223, Clark..... N. E. R. R. Co.; B. H. R. R. Co.	Noise and vibration caused by cars passing over defective crossing at Nostrand avenue and St. John's place.	Satisfied by repairs made by company.

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File No., name of complainant and company complained against	Subject	Disposition
11224. Equipment Inspection Bureau N. Y. Rys. Co.	Report that Car No. 4090 northbound on Broadway at Chambers street was not properly equipped with curtains.	Satisfied by action of company in replacing all missing curtains.
11225, Semken..... N. Y. Rys. Co.	Needless crowding and delay caused by use of P. A. Y. E. cars on 86th Street Crosstown line.	Closed, ill founded, with statement to complainant.
11226, Hummel et al. B. H. R. R. Co.	Dust nuisance on Myrtle avenue from Ridgewood to Broadway caused by failure to sprinkle street.	Dismissed, with statement to complainant.
11227, Lowe..... 42d St., M. & St. N. Ave. R. R. Co.	Unable to make trip for one fare by boarding First Avenue car at First avenue and 50th street en route to 72d street and Broadway.	Dismissed, upon report of engineer.
11228, Bogart & Bogart. B. H. R. R. Co.	Delay in replacing tracks on Tompkins avenue between Myrtle and DeKalb avenues since sewer work has been completed.	Satisfied by action of company in relaying tracks.
11229, Transit Bureau. N. Y. Rys. Co.	Inadequate service on 14th Street Crosstown line between 5:15 and 6:45 A. M. and between 7 and 9 A. M.	Dismissed, upon report of engineer.
11230, Wyckoff Hts. Taxp. Assn. N. Y. Consol. R. R. Co.	Poor service on Myrtle Avenue elevated line.	Dismissed, upon report of engineer.
11231, Walser..... Wells - Fargo Express Co.	Complaint of practice of company of charging 25 cents for return of C. O. D. collections.	Closed, ill founded, with statement to complainant that charge is in accordance with published tariff.
11232, Wayne..... 42d St., M. & St. N. Ave. R. R. Co.	Complaint of turning back Broadway branch cars at First avenue and 42d street although marked "Broadway."	Dismissed, upon report of engineer.
11233, Swartley, Jr. Adams Express Co.	No collection and delivery service at Manhasset, L. I.	Closed, no jurisdiction.
11234, Loughran... N. Y. Rys. Co.	Northbound Sixth Avenue cars turned back at 23d street between 7 and 9 A. M.	Satisfied by answer of company.
11235, McTigue.... L. I. R. R. Co.	Unprotected crossing of spur on Cornago avenue between Grove and White streets, Far Rockaway.	Satisfied by report of engineer showing measures taken to eliminate danger.
11236, Stamm..... N. Y. Consol. R. R. Co.	Long headways on Broadway shuttle line during A. M. and P. M. rush hours.	Satisfied by action of company in making the service regular.
11237, Winkopp.... N. Y. Consol. R. R. Co.	Considerable noise caused by Broadway elevated trains passing over new Ridgewood loop at Broadway via Myrtle avenue.	Dismissed, with statement to complainant that there is no way of eliminating noise.
11238, Wright..... N. Y. C. & H. R. R. Co.	Lack of ventilation on lower level track platforms at Grand Central Station.	Closed, ill founded, upon statement of engineer.

File No., name of complainant and company complained against	Subject	Disposition
11239, Brownfelder. I. R. T. Co.	Considerable trouble caused by operation of Third Avenue elevated trains during rush hours on account of congestion caused by Second Avenue elevated trains crossing the line at 149th street.	Dismissed, in view of third-tracking plans.
11240, Bull..... S. I. Ry. Co.	Discomfort caused by burning of soft coal in engines operated between St. George and Tottenville.	Dismissed, with statement to complainant.
11241, Goldberg.... N. Y. Rys. Co.	Noise caused by Eighth Avenue surface cars passing over crossing at 58d street.	Satisfied by repairs made by company.
11242, Klein..... B. H. R. R. Co.	Totally inadequate service on Williamsburg bridge local cars; long headways.	Covered by Case 1880.
11243, Anonymous.. B. H. R. R. Co.	Overcrowding on Putnam-Halsey Street line.	Covered by Case 1880.
11244, Brownley... N. Y. Consol. R. R. Co.	General complaint of service to Ft. Hamilton and to Bay Ridge.	Covered by Case 1880.
11245, Transit Bureau. N. Y. Rys. Co.	Overloading on 14th Street Crosstown line east-bound in the evening.	Satisfied by increase in service.
11246, Van Houten N. Y. Consol. R. R. Co.	Complaint of service on Lexington Avenue elevated line to Cypress Hills; inadequate provision for handling crowds during rush hours on Chambers street platform.	Covered by Case 1882.
11247, Leube..... Union Ry. Co.	Requests through operation at all times on Pelham Bay Park line from 149th street to the park without transfer.	Closed, ill founded, with statement to complainant.
11248, Bonta..... 42d St., M. & St. N. Ave. R. R. Co.	Intolerable noise caused by Broadway branch cars operating in front of hotel at 94th street.	Covered by Case 1893.
11249, Conklin..... N. Y. Consol. R. R. Co.	Two-car trains operated on Bay Ridge line New York bound from 65th street and Third avenue; enough passengers to fill three cars.	Covered by Case 1882.
11250, Spinrad..... I. R. T. Co.	Failure of Guard 01740 of Car No. 3435 in subway to open side-door at 110th Street station.	Satisfied by answer of company in reprimanding guard.
11251, Jacob..... N. Y. Consol. R. R. Co.	Complaint that Myrtle Avenue elevated trains westbound between 7 and 8 P. M. skip stations between Wyckoff avenue and Broadway and eastbound between 8 and 11 P. M.	Covered by Case 1882.
11252, Ballin..... N. E. R. R. Co.	Calls attention to accumulation of dirt between tracks of stations at 84th street, West End line.	Satisfied by thorough cleaning of station and surroundings.
11253, Brown..... I. R. T. Co.	Complaint that Car No. 1678 of a Ninth Avenue express train had half of platform filled with large packages of newspapers.	Satisfied by answer of company.

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File No., name of complainant and company complained against	Subject	Disposition
11254, Ward..... B. H. R. R. Co.	Suggests installation of a switch at Park avenue and Franklin avenue to operate cars up Franklin avenue to Myrtle avenue instead of operating cars through Park avenue as planned on account of sewer construction work, Myrtle Avenue surface line.	Satisfied by company answer.
11255, Transit Bureau. B., Q. C. & Sub. R. Co.	Report showing inadequate service on Sumner Avenue line during P. M. rush hours.	Covered by Case 1880.
11256, Transit Bureau. N. E. R. R. Co.	Suggests additional service in A. M. rush hours on Ralph-Rockaway Avenue line.	Covered by Case 1880.
11257, Transit Bureau. N. Y. Rys. Co.	Overloading on Broadway lines at Union Square.	Dismissed, upon statement of company.
11258, Guidone & Co. Union Ry. Co.	Noisy operation of Kingsbridge line cars operating through Fordham Road in neighborhood of Grand avenue.	Closed, default of complainant.
11259, Washington. N. Y. Rys. Co.	Calls attention to condition of pavement along side of car tracks on Broadway in front of the Postoffice, downtown.	Closed, ill founded, upon report of engineer showing subway construction work going on.
11260, Berlnstein... Bk. & No. River R. Co.	Refusal of conductor to issue transfer because he boarded car in Manhattan just after it left Manhattan bridge.	Closed, ill founded, with statement to complainant explaining transfer arrangements.
11261, Barton..... Third Ave. Ry. Co.	Suggests that cars be stopped on both sides of transfer intersections.	Satisfied by action of company in obtaining permission to make far side stops at a number of points.
11262, Edwards..... I. R. T. Co.	Overcrowding in Bronx subway express trains Saturday evenings.	Closed, ill founded, with statement to complainant explaining conditions.
11263, Andrews.... N. Y. Consol. R. R. Co.	Inadequate service to Cypress Hills on Lexington Avenue elevated line between 3.30 and 4 P. M.	Covered by Case 1882.
11264, Equipment Inspection Bureau N. Y. Consol. R. R. Co.	Dangerous conditions at Linwood Street station of Broadway elevated line; children play around station, cross the tracks, and have been known to jump from station roof and ride on top of cars to next station.	Covered by Case 1882.
11265, Jones..... Union Ry. Co.	Noise of Fordham-Woodlawn cars between 11 P. M. and 6 A. M. when taking curve at high rate of speed in neighborhood of Maron avenue.	Satisfied by efforts of company to minimize noise.
11266, Henig..... B. H. R. R. Co.; N. Y. Consol. R. R. Co.	Unable to transfer from Flatbush Avenue line to Brighton Beach line.	Covered by Case 1801.
11267, Brice..... 42d St., M. & St. N. Ave. R. R. Co.	Complaint that employee No. 1229 was riding on a Broadway branch car and occupied seat to exclusion of passenger.	Satisfied by answer of company.

File No., name of complainant and company complained against	Subject	Disposition
11268, Forest Pk. Taxp. Assn. N. Y. Consol. R. R. Co.	Congestion on stairways at Cypress Hills during rush hours, Lexington Avenue elevated line.	Dismissed, with statement to complainant advising of plans for reconstruction work.
11269, Churchill.... B. H. R. R. Co.	Requests that trolley station on Flatbush avenue at Clarendon avenue be changed to a point north of to Dorchester Road.	Satisfied by answer of company designating new trolley stop.
11270, Koven..... L. I. R. R. Co.	Refusal of company to refund overcharge on two tickets between Pennsylvania Station and Hammels.	Closed, ill founded, with statement of explanation to complainant.
11271, Durland Club N. Y. Consol. R. R. Co.	Great congestion and pushing at Bowery station during rush hours; requests railings on platform.	Covered by Case 1884.
11272, Hirshorn.... L. I. R. R. Co.	Standing passengers carried on 8:07 A. M. from Forest Hills on Main line.	Satisfied by answer of company..
11273, Buoff..... B. Q. C. & Sub. R. R. Co.	Practice of motormen and conductors on Jamaica Avenue cars of running by passengers who signal for them to stop.	Satisfied by efforts of company to discontinue practice.
11274, Hogan..... B. H. R. R. Co.; N. Y. Consol. R. R. Co.; N. E. R. R. Co.	General complaint of limitations in use of transfers from 39th Street Ferry-Ft. Hamilton, 65th Street-Sea Beach, West End, Church Avenue and Rogers Avenue lines.	Covered by Case 1801.
11275, Transit Bureau. B. H. R. R. Co.	Inadequate service on Crosstown line during A. M. and P. M. rush hours.	Covered by Case 1880.
11276, Cone..... Union Ry. Co.	Refusal to issue transfer on Car No. 918 of Jerome Avenue line bound for Yonkers.	Satisfied by answer of company.
11277, McKenna.... N. Y. Consol. R. R. Co.	Poor service on West End line in the morning.	Covered by Case 1882.
11278, Fox..... Union Ry. Co.	Inadequate morning rush hour service on Jerome Avenue line at Tremont.	Satisfied by increase in service.
11279, Bernstein... N. Y. Rys. Co.	Suggests that 23d Street Crosstown cars stop on both sides of street.	Dismissed, with statement to complainant.
11280, Heldenreich. N. Y. Consol. R. R. Co.	Complaint that sand-box at Van Sicklen Avenue station is directly over sidewalk in front of 2772 Fulton street; papers, cigar butts and sand fall to street.	Satisfied by action of company to remedy complaint.
11282, DeLevante.. Union Ry. Co.	Refusal of Conductor No. 34 on a Westchester and Walker Avenue car to issue transfer when fare was paid.	Satisfied by company answer.
11283, Seekamp.... N. Y. Consol. R. R. Co.	Waited from 8:55 to 9:30 A. M. at Sands Street station for train to Ridgewood, Myrtle Avenue line.	Satisfied by placing of signs to direct passengers to proper platform to board trains.
11284, Seekamp.... L. I. R. R. Co.	Excessive charge for storing small bag.	Dismissed, with statement to complainant that charge is in accordance with published tariff.
11285, Wolf..... B. H. R. R. Co.	Delay in boarding centre-entrance car by compelling passengers to use only one aisle.	Closed, ill founded, with statement to complainant explaining conditions.

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File No., name of complainant and company complained against	Subject	Disposition
11286, Auto Service & Supply Co. Third Ave. Ry. Co. Union Ry. Co.	Noise caused by cars passing through neighborhood of 4820 Broadway, Broadway - Kingsbridge line.	Covered by Case 1893.
11287, Garcia..... S. I. Ry. Co.	No protection under plank-ing on bridge at Finger-board road when trains are passing under.	Satisfied by nailing boards under-neath cracks in planking.
11288, Werner..... N. Y. Rys. Co.	New near side stop regula-tion a great hardship at southeast corner of Eighth street and Sixth avenue.	Satisfied by instructions to crews to stop on both sides of street.
11289, Bott..... H. H. R. R. Co. So. Bk. Ry. Co.	Requests that 16th Avenue line cars stop at Alber-marle Road; dangerous operation of dirt trains on Gravesend avenue.	Satisfied by arrangements to stop cars at Albemarle road; closed, no action, as to dangerous operation of dirt trains.
11290, O'Dea..... Third Ave. Ry. Co.	Complaint that Conductor No. 265 of Third Avenue line closed door as he was boarding car; was almost thrown off car.	Satisfied by answer of company disciplining conductor.
11291, Heins..... Westcott Exp. Co.	Delay in delivery of a trunk from 23d street to 118th street.	Satisfied by explanation made by company.
11292, Eagleton.... N. Y. Consol. R. R. Co.	Sudden starting and stop-ping of trains on Fulton Street and Brighton Beach elevated lines.	Satisfied by statement to com-plainant explaining conditions.
11293, Fetscher.... L. I. R. R. Co.	Calls attention to loss of a pump on a bicycle sent from Central Islip to Jamaica; requests set-tlement if lost.	Dismissed, with statement to complainant that Second Dis-trict Commission has jurisdic-tion.
11294, Bedell..... Manh. Bridge Three Cent Line.	Smoking was permitted by Conductor No. 103 in Car No. 22.	Satisfied by installation of signs in all cars prohibiting smoking.
11295, Greenwood.. Third Ave. Ry. Co.	Noisy operation of Third and Amsterdam Avenue cars at 181st street crossing and between 183d and 186th streets.	Covered by Case 1893.
11296, Transit Bureau. D. D., E. Bway. & Batt. R. R. Co.	Irregular head ways on Post Office line.	Dismissed, upon statement of company showing conditions due to traffic congestion along the Bowery.
11297, Stark..... N. Y. Rys. Co.	Excessive amount of noise made by some of the Fourth and Madison Avenue cars as they stop.	Dismissed, upon report of engi-neer showing track in good condition.
11298, Hamberger.. So. Bk. Ry. Co.	Complaint of impassable condition of 80th street, Coney Island; tracks be-low grade and danger-ous.	Closed, no jurisdiction, matter one for City authorities.
11299, Friedleben.. Third Ave. Ry. Co.	Refusal to issue transfers from Third and Amster-dam Avenue cars to shuttle running from 125th to 129th streets.	Satisfied by statement to com-plainant explaining conditions.
11300, Sweeney.... C. I. & B. R. R. Co.	Noisy operation of Frank-lin Avenue cars on Franklin avenue between Quincy street and Lex-ington avenue.	Satisfied by repairs made by com-pany.
11301, St. Albans Imp. Assn. L. I. R. R. Co.	Requests that Train No. 39 leaving Rockville Centre at 9:35 P. M. stop at St. Albans, also Train No. 80 leaving Jamaica at 12:48 A. M.	Covered by Case 1891.

File No., name of complainant and company complained against	Subject	Disposition
11302, New Lots Prot. & Taxp. Assn. N. Y. Consol. R. R. Co.; N. E. R. R. Co.	Complaint that Canarsie-Chamber Street trains have been discontinued before 8 A. M.; New Lots Avenue cars on 30-minute headway on September 21.	Covered by Cases 1880 and 1882.
11303, Woodside Imp. Assn. Manh. & Qu. Tr. Corporation.	Poor service on Thompson Avenue line from Jamaica during A. M. rush hours.	Satisfied by answer of company advising of new time-table to go in effect.
11804, Elting et al. C. I. & B. R. R. Co.	Poor service on Smith Street and Franklin Avenue line between 8 and 8:30 A. M.	Covered by Case 1880.
11305, Sheehy..... N. Y. Rys. Co.	Excessive noise made by Lexington Avenue cars with flat wheels; sleep impossible.	Dismissed, with statement to complainant that conditions are due to subway construction work.
11306, American Bank Note Co. Employees. I. R. T. Co.	Requests Second Avenue elevated train at Freeman Street station at 5:15 P. M. on week days and 1:15 P. M. on Saturdays.	Closed, ill founded, upon report showing service ample at Freeman street.
11307, Jamaica South Imp. Assn. L. I. Elec. Ry. Co. 11308, Davis..... N. Y. C. Int. Ry. Co. Union Ry. Co.	Complaint of filthy conditions of cars. Long headways on Aqueduct Avenue, West Farms and Southern Boulevard lines; requests better connections be made at transfer points.	Satisfied by promise of company to keep cars clean. Closed, ill founded, upon report showing service adequate.
11309, McCabe..... C. I. & B. R. R. Co.	Long headways on Smith Street line between 5 and 5:30 P. M.; requests that more of the Park Circle cars be sent through to King's highway.	Covered by Case 1880.
11310, Forsyth..... N. Y. Rys. Co.	Overcrowding on Sixth and Amsterdam Avenue cars in the morning and evening.	Satisfied by answer of company.
11312, Flowerman.. I. R. T. Co.	Dangerous crowding at 149th Street elevated station between 6 and 7 A. M.; stairway very narrow.	Closed, ill founded, with statement to complainant advising of reconstruction plans.
11313, Kirke..... N. Y. Consol. R. R. Co.	Refusal of Conductor No. 1552 on a Brighton Beach train to stop smoking on his car.	Satisfied by answer of company disciplining conductor involved.
11314, Blanchard... C. I. & B. R. R. Co.	Overcrowding on Smith Street line; many passengers forced to ride on running boards, which is dangerous.	Covered by Case 1880.
11315, Richmond Hill Civic Assn. N. Y. Consol. R. R. Co.	Delay at Cypress Hills during rush hours caused by holding trains at either side of platform.	Covered by Case 1882.
11316, Transit Bureau. B. H. R. R. Co.	Overloading on Nassau Avenue line between 6 and 7 P. M.	Covered by Case 1880.
11317, Transit Bureau. Union Ry. Co.	Overloading on White Plains Avenue line between 12:30 and 4:30 P. M.	Satisfied by increase in service.
11318, Transit Bureau. Manh. & Qu. Tr. Corporation.	Inadequate service on Thompson Avenue line.	Satisfied by improvements in service.

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File No., name of complainant and company complained against	Subject	Disposition
11319, Transit Bureau. B. H. R. R. Co.	Report that Conductor No. 4816 on a Flatbush Avenue car gave wrong information as to transferring.	Satisfied by answer of company that conductor was new on line.
11320, Transit Bureau. N. Y. Consol. R. R. Co.	Report that Car 2740 of 65th Street-Sea Beach shuttle carried sign reading "Norton's Point."	Satisfied by action of company in disciplining crew.
11321, Egbert..... N. Y. Rys. Co.	Shrieking noise of Car No. 1437 of 145th Street crosstown line.	Satisfied by repairs made to car.
11322, Townsend & Co. B. H. R. R. Co. N. E. R. R. Co.	Defective crossing at St. John's place and Nosstrand avenue.	Satisfied by promise of company to make repairs.
11323, Owers..... N. E. R. R. Co.	Complaint of turning back St. John's Place cars at Kingston avenue.	Covered by Case 1880.
11324, Goetz & Co.. B. H. R. R. Co.	Noisy operation of cars at curve at Court and Livingston streets, Brooklyn.	Satisfied by action of company in keeping curve greased.
11325, Marshall.... Third Ave. Ry. Co.	Complaint that motormen on Third Avenue cars throw their controllers around too quickly, causing cars to jerk.	Closed, ill founded, with statement to complainant.
11326, Donahue.... N. Y. C. Int. Ry. Co.	Operation of open cars in cold weather on 149th Street crosstown line.	Satisfied by explanation made by company.
11327, Maguire..... N. Y. Consol. R. R. Co.	Complaint of operation of 2-car train on Brighton Beach line, one closed and one open; at King's highway closed car was cut off and passengers were compelled to ride in open car although it was raining.	Satisfied by explanation made by company.
11328, Douglas..... 42d St., M. & St. N. Ave. R. R. Co.	Noise made by surface cars operated with flat wheels, Broadway branch line.	Covered by Case 1893.
11329, Heller..... N. Y. Consol. R. R. Co.	Complaint that 6-car trains on Broadway-Chambers Street have been reduced to 4 cars; overcrowding.	Covered by Case 1882.
11330, Transit Bureau. L. I. R. R. Co.	Inadequate service on Main Line, Port Washington branch and Long Beach branch.	Satisfied by action of company in adding more cars to trains.
11331, Armstrong... B. H. R. R. Co.	Refusal of conductor to allow him to board because he carried glass show case, although he was allowed to board car from which he transferred.	Closed, ill founded, with statement to complainant.
11332, Trowbridge.. Manh. & Qu. Tr. Corporation.	Overcrowding on Jamaica line car arriving at Forest Hills at 7:30 A. M.	Satisfied by promise of company to put in effect new schedule providing for additional service.
11333, Chalaski..... N. E. R. R. Co.	Complaint that St. John's Place cars are turned back at Kingston avenue.	Covered by Case 1880.
11334, O'Connell... I. R. T. Co. .	Failure to notify passengers on Third Avenue elevated line when blocks occur.	Covered by Case 1420.
11335, Hepburn.... L. I. R. R. Co.	Annoying practice of having to show tickets four times between Brooklyn and Oyster Bay.	Dismissed, upon statement of engineer.

File No., name of complainant and company complained against	Subject	Disposition
11336, Johnston.... L. I. R. R. Co.	Requests through operation of Whitestone trains to Pennsylvania Station.	Satisfied by report of engineer.
11337, Transit Bureau. B. H. R. R. Co.	Overloading on Bushwick Avenue line between 6:45 and 7:15 A. M.	Covered by Case 1880.
11338, Whitestone Imp. Assn. L. I. R. R. Co.	Requests that train leaving Whitestone at 5:55 P. M. be scheduled to leave at 6:15 P. M. instead.	Dismissed, upon report of engineer showing schedule working satisfactorily.
11339, Dusseldorf... N. Y. Consol. R. R. Co.	Requests that crossing on Gravesend avenue be repaired with Belgian blocks.	Closed, ill founded, with statement to complainant that line is to be elevated.
11340, Police Dept. N. Y. Rys. Co.	Suggests re-routing of Chambers and Madison Street line owing to great congestion on Park Row and New Chambers street.	Covered by Case 1885.
11341, Peterson.... N. Y. Consol. R. R. Co.	Irregular service on West End line from Ninth Street station; failure of Bay Ridge trains to take on passengers at 65th street on two occasions.	Covered by Cases 1880 and 1882.
11342, Sayers et al. N. Y., N. H. & Hart. R. R. Co.	Complaint of reduction of service to and from City Island.	Covered by Case 1879.
11343, Bell..... N. Y. Consol. R. R. Co.	Long headways between Broadway - Chambers Street line trains at Halsey Street station.	Covered by Case 1882.
11344, Wessmann.. N. Y. Rys. Co.	Irregular service on 34th Street crosstown line; cars turned back short of destination.	Dismissed, with statement of explanation to complainant.
11345, Reiner..... N. Y. Consol. R. R. Co.	Inadequate stairway facilities at Graham Avenue station of Broadway elevated line.	Satisfied by answer of company.
11346, Smith..... L. I. R. R. Co.	Dangerous crossing at Benedict avenue on Atlantic division.	Satisfied by assignment of a policeman during school hours.
11347, Buggeln..... N. Y. Consol. R. R. Co.	Requests that action be taken to stop rowdiness and congestion at Chambers Street loop during evening rush hours.	Covered by Case 1884.
11348, Morgan..... B., Q. C. & Sub. R. R. Co.	Failure of Jamaica Avenue cars to stop at Eldert lane.	Satisfied by arrangements of company to stop cars.
11350, Strobel..... B. H. R. R. Co.	Complaint that three passengers were ejected from 16th Avenue through car at Greenwood, who tendered for fare transfers from 16th Avenue short line car.	Satisfied by explanation made by company.
11351, Schenck.... N. Y. Rys. Co.	Requests that windows be replaced in new stepless cars on Broadway line.	Closed, ill founded, with statement to complainant of impossibility to satisfy divided public opinion.
11352, Grundmann.. N. Y. Consol. R. R. Co.	Overloading on Brighton Beach trains during non-rush hours.	Covered by Case 1882.
11353, East Bronx Prop. Own. Assn. I. R. T. Co.	Complaint that on two occasions escalator at West Farms has stopped and slid backward; congestion at ticket windows.	Closed, ill founded, upon report of engineer showing no danger from escalator sliding back; no unusual congestion at ticket booth.

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File No., name of complainant and company complained against	Subject	Disposition
11854, Weir..... N. Y. Rys. Co.	Requests that 34th Street crosstown cars en route to 42d Street ferry make stop at southwest corner of 42d street and Tenth avenue.	Satisfied by efforts of company to obtain permission to make stop desired.
11855, Rolley..... 42d St., M. & St. N. Ave. R. R. Co.	Failure of motormen on 42d Street crosstown cars to comply with new near-side stop ordinance at Broadway and 42d street.	Satisfied by answer of company.
11856, Cody..... N. Y. Rys. Co.	Complaint that Car. No. 2055 of Lexington Avenue line was turned back at 99th street, although marked for 130th street.	Satisfied by action of company in reprimanding employees concerned.
11857, Hersey..... N. Y. C. & H. R. R. Co.	Station at Spuyten Duyvil is closed at 6 P. M., although trains stop there until midnight.	Satisfied by arrangements of company to keep station open.
11858, George..... N. Y. Consol. R. R. Co.	Crowding and pushing at Chambers Street station; suggests women board at one end and men at other end of each car.	Covered by Case 1884.
11859, Block..... Belt Line Ry. Corporation.	Defective track on 59th street between Fifth and Sixth avenues; nolsy operation of cars.	Satisfied by promise of company to make repairs.
11860, Transit Bureau. B. H. R. R. Co.	Overloading on Lorimer Street line during rush hours.	Covered by Case 1880.
11861, Transit Bureau. B. Q. C. & Sub. R. Co.	Unsatisfactory eastbound service on Broadway line during P. M. rush hours.	Covered by Case 1880.
11862, Transit Bureau. B. Q. C. & Sub. R. Co.	Inadequate service on Reid Avenue line between 6 and 6:15 P. M. eastbound.	Covered by Case 1880.
11863, Transit Bureau. B. H. R. R. Co.	Inadequate service on Richmond Hill line during A. M. and P. M. rush hours.	Covered by Case 1880.
11864, Transit Bureau. B. H. R. R. Co.	Insufficient service on Cypress Hills line between 6 and 6:30 P. M. eastbound.	Covered by Case 1880.
11865, Transit Bureau. B. H. R. R. Co.	Inadequate service on Flushing Avenue line to and from Park Row during A. M. and P. M. rush hours.	Covered by Case 1880.
11866, Transit Bureau. B. H. R. R. Co.	Standing passengers carried on Graham Avenue line during P. M. rush hours.	Covered by Case 1880.
11867, Transit Bureau. B. H. R. R. Co.	Service entirely inadequate on Flushing-Knickerbocker Avenue line during A. M. and P. M. rush hours.	Covered by Case 1880.
11868, Transit Bureau. B. H. R. R. Co.	Inadequate service on Grand Street line during A. M. and P. M. rush hours.	Covered by Case 1880.
11869, Transit Bureau. B. Q. C. & Sub. R. Co.	Inadequate service on Metropolitan Avenue line between 5:45 and 6:15 P. M.	Covered by Case 1880.
11870, Transit Bureau. B. H. R. R. Co.	Service insufficient on Tompkins Avenue line during A. M. and P. M. rush hours.	Covered by Case 1880.

File No., name of complainant and company complained against	Subject	Disposition
11371, Rossiter.... N. Y. & Q. C. Ry. Co.	Noisy operation of Flushing cars at Sanford avenue and Lawrence street.	Satisfied by repairs made by company.
11372, Hille..... N. Y. Consol. R. R. Co.	Was injured in rush when alighting from a Broadway train at Chambers Street station, Centre Street Loop line.	Covered by Case 1884.
11373, Reeves..... N. E. R. R. Co.	Noisy operation of St. John's Place cars at Rogers avenue and St. John's place.	Satisfied by efforts of company to reduce noise; track greased six times a day.
11374, Jarecki..... Belt Line Ry. Corporation.	Insolence of Conductor No. 3072 of 59th Street crosstown line when asked question about transfer he gave.	Satisfied by action taken by company.
11375, Wilson..... N. Y. Rys. Co.	Noisy operation of Lexington Avenue cars; defective equipment.	Covered by Case 1746.
11376, Lewis..... 42d St., M. & St. N. Ave. R. R. Co.; N. Y. Rys. Co.	Failure of Broadway branch and Broadway Amsterdam Avenue cars to stop at 71st street on Broadway; great inconvenience.	Closed, ill founded, upon report of engineer showing traffic congestion at 71st street.
11377, Kohn..... I. R. T. Co.	Inadequate service on Sundays southbound in subway, Broadway division.	Satisfied by answer of company showing unusual riding.
11378, Taylor..... C. I. & B. R. R. Co.	Long headways on Franklin Avenue line about 8:15 A. M.	Covered by Case 1880.
11379, Schumacher. N. Y. Consol. R. R. Co.	Complaint that bill boards at Greene Avenue station of Lexington Avenue elevated line shut out light and air from living rooms in adjacent buildings.	Closed, no jurisdiction.
11380, Coleman.... L. I. R. R. Co.	Failure to provide time-tables at Flatbush Avenue station.	Satisfied by efforts of company to keep stations well supplied with time-tables.
11381, Riesgo..... L. I. R. R. Co.	Standing passengers carried on train leaving Forest Hills at 8:06 A. M.	Satisfied by improvements in service; one car has been added to train in question.
11382, Atlantic Co. B. H. R. R. Co.	Inadequate morning and evening rush hour service on Putnam - Halsey Street line, also on Sunday afternoons.	Covered by Case 1880.
11383, Flatt..... N. Y. Consol. R. R. Co.	Irregular service on Lexington Avenue elevated line from Cypress Hills between 7:30 and 8:30 A. M.	Covered by Case 1882.
11384, Dichter..... N. Y. Consol. R. R. Co.	Lack of lights at 49th Street station of West End line.	Satisfied by action of company to have all lights burning every night.
11385, Transit Bureau. N. Y. Consol. R. R. Co.	Wire screening at Crescent Street station, protecting first landing, has large hole broken through; boys climb through this opening and on to station platform.	Satisfied by repairs made to screening.
11386, South Bronx Prop. Own. Assn. Union Ry. Co.	Insufficient service on Third Avenue, White Plains and Westchester Avenue lines.	Closed, ill founded, with statement to complainant.
11387, Seekamp.... N. Y. Consol. R. R. Co.	Poor service Saturday afternoons on Lexington Avenue line to Cypress Hills.	Covered by Case 1882.

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File No., name of complainant and company complained against	Subject	Disposition
11388, Bierman.... L. I. R. R. Co.	Noisy operation of steam locomotives drawing freight trains through Atlantic Avenue tunnel.	Satisfied by efforts of company to minimize noise.
11389, Morton..... B., Q. C. & Sub. R. Co.	Long headways on Reid Avenue line.	Covered by Case 1880.
11390, Bauer..... B., Q. C. & Sub. R. Co.	Near-side stop results in danger and inconvenience at Broadway, Flushing and Graham avenues, especially in winter.	Satisfied by action of company in placing signs directing where cars stop.
11391, Quayle..... N. E. R. R. Co.	Failure to sprinkle north side of Bergen street; pavement torn up and dust a great nuisance.	Dismissed, with statement to complainant that the matter apparently comes under jurisdiction of Dept. of Street Cleaning.
11392, Cypress Hills Republican Club. N. Y. Consol. R. R. Co.	Crowded condition of trains during rush hours on Lexington Avenue elevated line.	Covered by Case 1882.
11393, Transit Bureau. N. Y. Rys. Co.	Overloading on Fourth and Madison Avenue line on September 30th, which was a Jewish holiday.	Dismissed, upon statement of company explaining difficulties under the circumstances.
11395, St. Joseph's Commercial H. E. N. Y. Consol. R. R. Co.	Sidewalk in front of 842 Bridge street, Brooklyn, littered with newspapers and gum wrappers dropped from elevated station at Bridge street.	Satisfied by efforts of company to prevent the practice as far as possible.
11396, Stebbins.... I. R. T. Co.	Dangerous practice of Guard 01078 who went to rear platform of last car of a subway train and turned one of the tail lights from red to green, just before train reached Borough Hall.	Dismissed, with statement to complainant explaining rules of company.
11398, Ackerman... Third Ave. Ry. Co.	Offensive language used by Conductor No. 46 on a Third Avenue car when asked why car did not stop at Bowery and James street.	Dismissed, with statement to complainant that Commission has no authority to intervene in disputes involving personal conduct of employees.
11399, Sweeney.... N. Y. Consol. R. R. Co.	No toilet facilities at Utica Avenue station of Fulton Street elevated line.	Dismissed, with statement to complainant advising of reconstruction work contemplated.
11400, South Brooklyn Bd. of Trade. N. Y. Consol. R. R. Co.	Inadequate stairway facilities at Ninth Street station on Fifth Avenue elevated line; great congestion.	Dismissed, with statement to complainant that conditions will be relieved by opening of Fourth Avenue subway.
11401, DeLong.... N. Y. C. Int. Ry. Co.	Frequent failure of conductors on Ogden Avenue line to supply 8-cent transfers in the morning.	Satisfied by action taken by company.
11402, Huebsch.... N. Y. Rys. Co.	Suggests through operation of Lexington Avenue cars south of 23d street on Sundays and holidays.	Dismissed, with statement of explanation.
11403, Miller..... N. Y. Rys. Co.; 42d St., M. & St. N. Ave. R. R. Co.	Thinks 68th street is far more convenient and safe for transferring from Broadway branch cars to Sixth and Amsterdam Avenue cars than 72d street.	Dismissed, with statement to complainant explaining conditions.
11404, Transit Bureau. B. H. R. R. Co.	Inadequate service during morning rush hours on Lorimer Street line.	Covered by Case 1880.

File No., name of complainant and company complained against	Subject	Disposition
11405, Transit Bureau. N. E. R. R. Co.	Improper destination signs on St. John's Place line cars.	Covered by Case 1880.
11406, Transit Bureau. N. E. R. R. Co.	Improper destination signs on Church Avenue line cars.	Covered by Case 1880.
11407, Heilbronn... Adams Express Co.	Complaint of demand of company for a charge of 40 cents for return of a package taken by mistake.	Satisfied by action taken by company in returning package without charge.
11408, Epstein..... B. H. R. R. Co.	Lack of protection for passengers at New Bedford Avenue station on Williamsburg bridge.	Closed, no jurisdiction; complainant referred to Dept. of Bridges.
11409, Gaer..... B. H. R. R. Co.	Refusal of motormen on Nostrand Avenue cars to stop for waiting passengers at Stockton street.	Closed, default of complainant.
11411, Chestresmith N. Y. Rys. Co.	Complaint of turning back Fourth and Madison Avenue car No. 282 at Canal street, although marked for Brooklyn bridge.	Satisfied by efforts taken by company to prevent practice of turning back cars unnecessarily.
11412, Tanner..... N. E. R. R. Co.	Complaint of reduction of short line service from 36th street and Fifth avenue; through cars crowded when they reach that point, Fifth Avenue surface line.	Covered by Case 1880.
11413, Cohn..... N. Y. Rys. Co.	Refusal to accept Amsterdam Avenue line transfer on Broadway-Columbus Avenue car at 53d street.	Satisfied by explanation made by company.
11414, Transit Bureau. Bk. & No. River R. Co.	Complaint of turning back cars short of destination.	Dismissed, upon statement of company showing necessity.
11415, Transit Bureau. Union Ry. Co.	Overloading on 163 d Street crosstown line.	Satisfied by action of company in operating additional cars.
11416, Creaver..... N. Y. Consol. R. R. Co.	Indecent crowding on Broadway - Chambers Street line, especially from 8:30 to 9:15 A. M.	Covered by Case 1882.
11417, Haggerty.... Ocean Elec. Ry. Co.	Nolsy operation of Rockaway Beach cars over switch at Boulevard and Washington avenue, Rockaway Park.	Satisfied by action taken to remedy defects.
11418, Goldberg.... I. R. T. Co.	Requests that arrangements be made so that elevated tickets may be used at Simpson Street station, also at other stations of subway.	Closed, ill founded, with statement to complainant showing such arrangements would interfere with accounting system.
11419, Burrell..... N. Y. Consol. R. R. Co.	Overcrowding on Brighton Beach trains leaving Church Avenue station about 8 A. M.	Covered by Case 1882.
11420, Transit Bureau. N. Y. Consol. R. R. Co.	Failure of company to furnish adequate service on Broadway elevated line on Jewish holidays.	Covered by Case 1882.
11421, Transit Bureau. N. Y. Consol. R. R. Co.	Report that several panes of glass have been broken on bridge at Manhattan Junction, Broadway elevated line.	Satisfied by repairs made by company.
11423, Nairne..... N. Y. Consol. R. R. Co.	Inadequate service during non-rush hours on Brighton Beach elevated line.	Covered by Case 1882.

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File No., name of complainant and company complained against	Subject	Disposition
11425, Hecker Cereal Co. L. I. R. R. Co.	New class rate tariffs advance rates approximately 15 per cent, which is unjust and discriminatory.	Covered by special permission to reduce rates.
11426, Hecker-Jones-Jewell Milling Co. L. I. R. R. Co.	New class rate tariffs are discriminatory, unreasonable and unjustifiable.	Covered by special permission to reduce rates.
11427, Grandgerard N. Y. C. Int. Ry. Co.	Conductors on Ogden Avenue cars are usually all out of 8-cent transfers on rainy mornings.	Closed, default of complainant.
11428, Roys..... N. Y. Consol. R. R. Co.	Overcrowding on Lexington Avenue elevated line caused by operation of 2-car trains.	Covered by Case 1882.
11430, Fallon..... N. Y. Consol. R. R. Co.	Requests that during winter transfers be given from Culver line to Sea Gate line; no shelter at Norton's Point terminal.	Covered by Cases 1880 and 1882.
11431, Greenwood.. N. E. R. R. Co.	Many Bergen Street cars are turned back at barns near Albany avenue and passengers have to stand and wait 10 to 15 minutes for through cars.	Closed, ill founded, with statement to complainant advising of operation of cars on that line.
11432, Earl..... N. Y. C. Int. Ry. Co.	Refusal of 149th Street crosstown car to stop at Morris avenue and 149th street for waiting passengers.	Closed, default of complainant.
11438, Peck..... 42d St., M. & St. N. Ave. E. R. Co.	Refusal to issue transfers on Broadway branch car turned back at Fifth avenue, because it was not asked for at time of payment of fare.	Satisfied by explanation made by company.
11434, Watts..... N. Y. Consol. R. R. Co.	Crowding and pushing at Lexington Avenue elevated platform at Park Row; policemen should be assigned to maintain order.	Satisfied by new arrangements made by company for loading of trains.
11435, Equipment Inspection Bureau. B. H. R. R. Co.	Report that piece of rail head is missing on inside rail of curve at Flatbush and Irving avenues.	Satisfied by installation of new rail.
11436, Chagnon & Co. N. Y. Rys. Co.	Broken rail opposite 353 Seventh avenue, which causes a great amount of noise when cars pass over it.	Satisfied by repairs made by company.
11437, Hellmann... L. I. R. R. Co.; N. Y., N. H. & Hart. R. R. Co.	Delay in shipment of car of potatoes from Harlem River station to Bushwick Avenue station, Brooklyn.	Satisfied by explanation made by company.
11438, Kurzman.... N. Y. Rys. Co.	Refusal to accept Fourth and Madison Avenue line transfer at Delancey street on through car of same line.	Satisfied by answer of company explaining transfer arrangements.
11439, Seligsberg... L. I. R. R. Co.	No train leaving Far Rockaway for Valley Stream after 10 P. M.	Closed, no jurisdiction.
11440, Van Riper.. B. H. R. R. Co.	Unbearable nuisance caused by cars jumping switch in front of 867 Halsey street; noise and vibration.	Satisfied by installation of a new crossover.
11441, Long..... N. Y. & North Shore Tr. Co.	Complaint of condition of pavement between tracks on Crocheron avenue between Bell avenue and Whitestone, Queens.	Satisfied by repairs made by company.

File No., name of complainant and company complained against	Subject	Disposition
11442, Tarp. Alliance of The Bronx I. R. T. Co.	Requests operation of Second Avenue elevated trains over Harlem River bridge to West Farms subway station.	Dismissed, with statement to complainant showing impracticability of such operation at present on account of third-tracking work.
11443, Hancock.... L. I. R. R. Co.	No train stopping at Bellaire between 7:19 and 8:14 A. M.; suggests stopping of steam train from Hempstead about 7:41 A. M.	Satisfied by arrangements to stop Train No. 715 at Bellaire at 7:53 A. M.
11444, American Lubricants Co. L. I. R. R. Co.	Forced to pay double charges on shipments from Flushing to Brooklyn through error of company in sending shipment to wrong station.	Satisfied by explanation made by company.
11445, Hotel Netherlands. Belt Line Ry. Corporation.	Noisy operation of 59th Street crosstown cars at Fifth avenue, due to uneven tracks.	Satisfied by repairs made by company.
11446, Parkville Club. C. I. & B. R. R. Co.	Inadequate service on Smith Street line below Park Circle.	Covered by Case 1880.
11448, Smith..... I. R. T. Co.	Failure of Ninth Avenue elevated trains to connect with Staten Island ferry, which is cause of long waits.	Satisfied by arrangement made by Dock Dept. to make boats connect with the trains from 1:30 to 3:30 A. M.
11449, Morley..... B. H. R. R. Co.	Noise of cars crossing Williamsburg bridge; defective track.	Satisfied by action of Dept. of Bridges to make necessary repairs.
11450, Clark..... I. R. T. Co.	Reckless manner of starting subway local trains.	Closed, ill founded, upon report of engineer.
11451, Munson..... L. I. R. R. Co.	Complaint that new fall schedule shows no train to Brooklyn Manor between 8:13 and 11:41 P. M.	Covered by Case 1891.
11452, Weber..... L. I. Elec. Ry. Co.	Operation of open cars in early morning hours, Far Rockaway line and City line.	Satisfied by action of company in removing all open cars from service.
11453, Rosenblatt.. I. R. T. Co.	Requests additional stairway at northbound 28th Street station of Third Avenue elevated line.	Dismissed, with statement to complainant explaining conditions.
11454, Maloney.... B. H. R. R. Co.	Intolerable nuisance at Avenue "F" and Flatbush avenue, caused by car crews talking aloud; inadequate service on Flatbush Avenue line from Park Row during P. M. rush hours.	Satisfied by action of company as to loud talking, and covered by Case 1880 as to service.
11455, Woolsey.... N. Y. Consol. R. R. Co.	Poor service on West End line.	Covered by Case 1882.
11456, Knick..... B. H. R. R. Co.	Noise and vibration caused by cars jumping switch on Halsey street.	Satisfied by repairs made by company.
11457, Nassaner.... B. H. R. R. Co.	Inadequate service on 16th Avenue line during rush hours.	Covered by Case 1744.
11458, Karllsruher.. L. I. R. R. Co.	Failure to supply time-tables at East New York station, Atlantic division.	Satisfied by answer of company.
11459, Transit Bureau. N. E. R. R. Co.	Careless operation of Car No. 4159 of Fifth Avenue line.	Satisfied by discipline administered by company.

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File No., name of complainant and company complained against	Subject	Disposition
11460, Segal..... L. I. R. R. Co.	Sliding platform at Flatbush Avenue station dangerous partly because of lack of light on platform and partly because of gap between station platform and car.	Closed, ill founded, upon report of engineer explaining situation.
11461, Rohrbach... B. H. R. R. Co.	Failure of company to sprinkle street along their Richmond Hill line.	Closed, no jurisdiction, with statement to complainant that matter comes under authority of Bureau of Highways.
11462, Goldschmidt. L. I. R. R. Co.	Overcrowding of 5:12 P. M. train from Flatbush avenue; general schedule poor.	Covered by Case 1891.
11463, Walsh..... L. I. R. R. Co.	Refusal to stop 1:05 P. M. train from Far Rockaway at Cedar Manor; next train stopping at Cedar Manor is 3:40 P. M.	Covered by Case 1891.
11464, Bernheimer.. N. Y. Rys. Co.	Noise of cars during night in vicinity of 72d street, Lexington Avenue line.	Covered by Case 1746.
11465, Marx..... B. H. R. R. Co.	Noise and vibration caused by cars passing over switch in front of 865 Halsey street.	Satisfied by installation of a new crossover.
11466, Logan..... N. E. R. R. Co.	Overcrowding of Seventh Avenue cars, especially during P. M. rush hours.	Covered by Case 1880.
11467, White..... B. H. R. R. Co.	Complaint of defective condition of track at Montague and Hicks streets; defective equipment.	Dismissed, with statement to complainant.
11468, Werner..... N. Y. Consol. R. R. Co.	Dangerous condition of flooring at Halsey Street station. Broadway elevated line.	Satisfied by repairs made by company.
11469, Equipment Inspection Bureau. N. E. R. R. Co.	Report that Car No. 540 of Church Avenue line carried fender folded up in front.	Dismissed, upon statement of company advising that fender was defective.
11470, Texp. Assn. of 10th, 11th and 17th Wards. Second Ave. R. R. Co.	Petition protesting against noise caused by switch on 86th street between First and Second avenues.	Dismissed, upon report of engineer.
11472, Brown..... N. Y. C. & H. R. R. Co.	Requests that gateman at 180th Street crossing be instructed to raise gates to full perpendicular, or nearly so.	Satisfied by explanation made by company.
11473, Camerden... N. Y. Consol. R. R. Co.	Unable to make trip by transfer from Smith Street line to Church Avenue line, and then to West End line.	Closed, no jurisdiction, with statement to complainant that Commission has no authority to order transfers between street surface lines and rapid transit lines.
11474, Peterson et al. B. H. R. R. Co.	Complaint of worn-out condition of rails on Nassau avenue, Brooklyn.	Dismissed, with statement to Dept. of Public Works of Brooklyn.
11475, Waite..... 42d St., M. & St. N. Ave. R. R. Co.; N. Y. Rys. Co.	Poor service to 34th Street ferry on Broadway branch and 34th Street crosstown line.	Satisfied by explanation made by companies.
11476, McGovern... N. Y. Consol. R. R. Co.	Inadequate service on Fulton Street elevated line, especially east of Franklin avenue during A. M. rush hours.	Covered by Case 1882.
11477, Greengold... I. R. T. Co.	Complaint of dirty condition of subway car windows; unable to see station signs.	Closed, ill founded, upon report of engineer showing car windows cleaned frequently.

File No., name of complainant and company complained against	Subject	Disposition
11478, Jaba..... N. Y. Consol. R. R. Co.	Poor service on Myrtle Avenue elevated line from Metropolitan avenue during morning rush hours.	Covered by Case 1882.
11479, Baker..... B. H. R. R. Co.	Lack of ventilation in stepless cars, especially those operated on Flatbush avenue.	Satisfied by report of engineer showing fans working in every case.
11480, Richardson.. N. Y. Consol. R. R. Co.	No shelter for waiting passengers at 62d street and New Utrecht avenue, Sea Beach line.	Covered by Case 1706.
11481, Manning.... N. Y. Consol. R. R. Co.	Overcrowding on Bay Ridge trains during evening non-rush hours and on Sundays.	Covered by Case 1882.
11482, Jacobs..... L. I. R. R. Co.	Lack of heat in Train No. 1007 leaving Far Rockaway at 7:02 A. M. on October 28th and 31st.	Closed, ill founded, with statement to complainant that order has not been violated.
11485, Transit Bureau. C. I. & B. R. R. Co.	Failure of Car No. 460 of Smith Street line to stop for two intending passengers at near side of Wyckoff street.	Satisfied by action of company in reprimanding motorman.
11486, Hewes..... N. Y. Consol. R. R. Co.	Congestion at Park Row terminal between 5 and 6 P. M., Lexington Avenue elevated line.	Satisfied by new arrangements to load trains.
11487, Moran..... C. I. & B. R. R. Co.	Overloading on Smith Street line at about 7 A. M.	Covered by Case 1880.
11488, Hammann... N. Y. Consol. R. R. Co.	Overcrowding on West End line.	Covered by Case 1882.
11489, Transit Bureau. N. E. R. R. Co.	Report that Car No. 2195 of Fifth Avenue line was in operation without lights of any description during night of October 26th.	Satisfied by explanation made by company; fuse burned out.
11490, Buchman Prop. Own. Assn. N. Y. Consol. R. R. Co.	Lights in rear cars of trains on Myrtle Avenue line, leaving Wyckoff Avenue station, are often turned out by boys on rear platforms; overcrowding at Canal Street and Chambers Street stations.	Covered by Cases 1882 and 1884.
11491, Meiners.... N. Y. Consol. R. R. Co.	No eastbound Fulton Street elevated train at Flatbush Avenue station from 8:05 to 8:21 A. M.	Covered by Case 1882.
11493, Woodstock Taxp. Assn. Union Ry. Co.	Requests waiting room at 161st street and Third avenue.	Dismissed, with statement to complainant showing no need.
11495, Strassburger L. I. R. R. Co.	Insufficient service to Woodmere on Far Rockaway division.	Covered by Case 1891.
11496, Samuel..... B. H. R. R. Co.	Inadequate service on Greenpoint line on account of type of cars operated.	Covered by Case 1880.
11497, Finley..... N. Y. Consol. R. R. Co.	Lack of shelter at 62d street and New Utrecht avenue, Sea Beach line.	Covered by Case 1706.
11498, D'Angelo.... N. Y. Rys. Co.	Noisy operation of 116th Street crosstown cars at Manhattan avenue and 114th street.	Satisfied by repairs made to certain noisy cars.

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File No., name of complainant and company complained against	Subject	Disposition
11499, Forest Park Taxp. Assn. B. H. R. R. Co.; B. Q. C. & Sub. R. R. Co.; N. Y. Consol. R. R. Co.	Poor service on Fulton Street and Broadway lines at Manhattan Junction and Cypress Hills; great congestion at Cypress Hills terminal of trolley lines and Lexington Avenue elevated line.	Covered by Cases 1880 and 1882.
11502, Klein..... Union Ry. Co.	Long headways on Westchester and Walker Avenue and Tremont Avenue lines.	Satisfied by explanation made by company that sewer work has been interfering with operation.
11503, Lewis..... I. R. T. Co.	Complaint that present schedule for 129th Street shuttle does not make connections with Westchester and Boston trains.	Satisfied by answer of company showing shuttle trains connecting with all incoming and outgoing trains of Westchester & Boston Ry.
11504, Transit Bureau. N. E. R. R. Co.	Report that freight car No. 9138, unloading flour on street in front of 1131 39th street, delayed westbound Church Avenue cars.	Dismissed, upon report of engineer.
11505, Hauxhurst.. B. H. R. R. Co.	Inadequate service on Greenpoint line caused by operation of single-truck cars.	Covered by Case 1880.
11506, Woodside Imp. Assn. L. I. R. R. Co.	Dangerous crossing at Woodside avenue, Woodside, L. I.; requests overhead bridge.	Satisfied by plans to eliminate crossing in near future.
11507, Knauth..... N. Y. Rys. Co.; 42d St., M. & St. N. Ave. R. R. Co.	Refusal to accept Seventh Avenue line transfer on 42d Street crosstown car at Tenth avenue.	Closed, ill founded, with statement to complainant explaining transfer arrangements.
11508, Krapp..... L. I. R. R. Co.	Overcrowding on 5:42 P. M. train from Pennsylvania station, Far Rockaway division.	Satisfied by improvements made in service; seats for passengers now operated on that train.
11509, Heuel..... Belt Line Ry. Corporation.	Refusal of Conductor No. 3149 on a 59th Street crosstown car to issue transfer.	Closed, ill founded, with statement to complainant that transfers must be asked for at the time fare is paid.
11510, Rogers..... L. I. R. R. Co.	Complaint of delay in transferring from steam to electric trains at Jamaica.	Covered by Case 1891.
11511, Sondheim et al. L. I. R. R. Co.	Complaint of service to Far Rockaway on Far Rockaway division.	Covered by Case 1891.
11512, Kris..... N. Y. Consol. R. R. Co.	Uncertainty and inadequacy of service on Broadway elevated line to and from Chambers street.	Covered by Case 1882.
11514, Woodside Imp. Assn. L. I. R. R. Co.	Noise of engines drawing freight trains at Winfield and Woodside between 10 P. M. and 3 A. M.	Closed, no jurisdiction.
11515, Hardin..... N. Y. Rys. Co.	Noise caused by emergency switch on Central Park West between 64th and 65th streets.	Satisfied by repairs made to crossover.
11516, Mentzel..... N. Y. Consol. R. R. Co.	Lack of heat in West End trains.	Covered by Case 1426.
11517, Robinson et al. L. I. R. R. Co.	Petition requesting that 6:13 P. M. express train from Flatbush avenue make stop at Morris Park.	Covered by Case 1891.

File No., name of complainant and company complained against	Subject	Disposition
11519, Friedlaender. N. Y. Steam Co.	Refusal of company to furnish steam service unless deposit of \$75 is made as guarantee for payment of bills.	Dismissed, upon receipt of statement from complainant withdrawing complaint.
11520, Harrington.. D. D., E. B'way & Batt. R. R. Co.	Insolence of conductor on Car No. 704 of Grand Street line when asked headway of cars on that line.	Satisfied by action taken by company in disciplining employee concerned.
11521, Schoenrock.. N. Y. Rys. Co.	Unsanitary condition of Car No. 182 of Fourth and Madison Avenue line; someone had vomited in it.	Dismissed, upon report of engineer.
11523, Anonymous.. B., Q. C. & Sub. R. R. Co.	Noisy operation of Broadway cars caused by faulty brakes.	Covered by Case 1746.
11524, Newman.... N. Y. Consol. R. R. Co.	Cold cars operated on West End line.	Covered by Case 1426.
11525, Vernon..... N. Y. Consol. R. R. Co.; B. H. R. R. Co.	Requests that Bay Ridge trains make connections with 65th Street-Fort Hamilton cars at 65th street.	Covered by Cases 1882 and 1880.
11526, Blauvelt.... N. Y. Consol. R. R. Co.	No heat in Fulton Street elevated train arriving at Utica Avenue station at 5:30 P. M. on November 9th.	Covered by Case 1426.
11527, Evergreen Board of Trade. N. Y. Consol. R. R. Co.	Insufficient service to Park Row in the morning on Myrtle Avenue elevated line.	Covered by Case 1882.
11528, York..... Belt Line Ry. Corporation.	Incessant noise of 59th Street crosstown cars crossing intersecting rails just east of Columbus Circle.	Dismissed, with statement to complainant that new track has recently been installed.
11529, Rosenthal... N. Y. Rys. Co.	Lack of heat in Columbus-Lenox Avenue cars, especially new stepless type which has no vestibules.	Covered by Case 1426.
11530, McNamara.. N. E. R. R. Co.; C. I. & B. R. R. Co.	Unable to make trip from Smith and Union streets to Long Island Railroad station for one fare, involving transfer from Union Street line to Fifth Avenue line.	Covered by Case 1801.
11531, Curtis..... C. I. & B. R. R. Co.	Noisy operation of Franklin Avenue cars between Atlantic avenue and Pacific street.	Satisfied by repairs made by company.
11532, Walbaucke.. B. H. R. E. Co.	Complaint of dust nuisance on Myrtle avenue from Wyckoff avenue through Forest Park, Richmond Hill line.	Closed, no jurisdiction.
11533, Podolak.... I. R. T. Co.	Complaint that subway trains from 180th street are operated with windows and doors open, and no heat.	Closed, ill founded, with statement to complainant showing no violations of order.
11534, Phillips..... N. E. R. R. Co.	Calls attention to insolence and impertinence of Conductor No. 262 of Fifth Avenue line when asked to stop another passenger from smoking.	Satisfied by discipline administered by company.
11535, DeLoca et al. N. Y. Consol. R. R. Co.	Failure to send Lexington Avenue elevated train, which was marked "Broadway - Chambers Street," through to destination.	Closed, ill founded, upon statement of company showing defect in equipment.

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File No., name of complainant and company complained against	Subject	Disposition
11536, Holm et al.. B. H. R. R. Co.	Petition protesting against service on Greenpoint caused by use of small cars.	Covered by Case 1880.
11537, Voight..... N. Y. Consol. R. R. Co.; B. H. R. R. Co.	General complaint of method of operating all cars; conductors must be required to open and close gates on elevated cars without infernal bang.	Covered by Case 1746.
11538, Miller..... C. I. & B. R. R. Co.	Long headway on DeKalb Avenue line at Clermont avenue.	Covered by Case 1880.
11539, Jackson..... N. Y. Consol. R. R. Co.	Overcrowding of Broadway-Chambers Street trains; trains stopping at Van Siclen Avenue station cannot take more passengers.	Covered by Case 1882.
11540, Weltmeyer. N. Y. Consol. R. R. Co.	Slow movement of Brighton Beach trains from Prospect Park station to Park Row; inadequate service.	Covered by Case 1882.
11541, Winter..... N. Y. Rys. Co.	Insufficient service on Broadway - Amsterdam Avenue line north of 106th street, where many cars are turned back.	Satisfied by arrangements made by company to send more cars through.
11542, Scallan..... N. E. R. R. Co.	Complaint of operation of Bergen Street cars on half-hour headway before 5 A. M.	Satisfied by promise of company to operate cars on 20-minute headway
11543, Wagner..... L. I. R. R. Co.	Calls attention to practice of punching slips for Warwick street, although passengers go only to Railroad avenue; some trickery about this.	Dismissed, upon report of engineer showing only few instances of practice; matter taken up with company.
11544, Schmitt..... I. E. T. Co.	Large bundles carried on subway and elevated trains, which interfere with passengers.	Closed, ill founded, with statement to complainant.
11545, Henry..... N. Y. Consol. R. R. Co.	Poor service on Broadway-Chambers Street line from Cypress Hills to Chambers street during A. M. rush hours.	Covered by Case 1882.
11547, Ulbricht.... L. I. R. R. Co.	No announcement made to passengers at Cedarhurst and Lawrence stations of washout at Edgemere which would delay traffic.	Satisfied by explanation made by company.
11548, Behrens..... N. Y. Consol. R. R. Co.	Overcrowding on Fulton Street elevated line between 7:45 and 8:15 A. M.	Covered by Case 1882.
11549, Bedell..... C. I. & B. R. R. Co.	Noisy operation of DeKalb Avenue cars between Bedford avenue and Nostrand avenue; defective track.	Satisfied by promise of company to make repairs.
11550, Vreeland.... B. H. R. R. Co.	Petition protesting against inadequate service on Meeker Avenue line.	Covered by Case 1880.
11551, Pleasanton.. I. E. T. Co.	Lack of ventilation in subway trains; fans have been turned off.	Closed, ill founded, with statement to complainant that fans are not operated in cold weather.

File No., name of complainant and company complained against	Subject	Disposition
11552, Kirchner.... C. I. & B. R. R. Co.	Long wait for Smith Street car going to Coney Island; failure to send sufficient Franklin Avenue cars through from Park Circle to accommodate passengers.	Covered by Case 1880.
11553, Rosenbaum.. N. Y. Rys. Co.	Refusal to accept south-bound transfer from Sixth and Amsterdam Avenue line on south-bound Broadway-Columbus Avenue car at 65th street.	Closed, ill founded, with statement to complainant that transfer would have been accepted at Seventh avenue and 53d street.
11555, Jones..... B. H. R. R. Co.	Requests that trolley station sign be placed at junction of Fulton street, Lafayette avenue and Ft. Green place to indicate where Fulton Street cars will stop.	Satisfied by promise of company to place signs where needed.
11556, Osborn..... N. Y. Rys. Co.	Complaint that Fourth and Madison Avenue cars are turned back at 116th street and at 86th street, although marked for 185th street.	Satisfied by answer of company explaining conditions.
11557, Pickard..... N. Y. Consol. R. R. Co.	Poor service to and from Park Row during morning and evening rush hours on Lexington Avenue line.	Covered by Case 1882.
11558, Mund..... N. Y. Consol. R. R. Co.	Inadequate service on Centre Street Loop line trains; congested conditions at Bowery station.	Covered by Cases 1882 and 1884.
11559, Welfel..... N. Y. Consol. R. R. Co.	Long headways on Broadway-Chambers Street line; overcrowding.	Covered by Case 1882.
11560, Prop. Own. and Bus. Men's Assn. of Met. N. Y. Consol. R. R. Co.	Requests that Myrtle Avenue elevated line be extended from Metropolitan avenue to Jamaica; distressing congestion at Cypress Hills would be greatly relieved.	Dismissed, with statement to complainant advising of reconstruction work and third-tracking.
11561, Bell..... N. E. R. R. Co.	Failure of Fifth Avenue cars to stop for passengers, especially at 45th street; platforms of cars crowded with men.	Satisfied by action of company in issuing instructions to motormen to stop for passengers.
11562, White..... N. Y. Consol. R. R. Co.	Dangerous conditions at Park Row platform of Lexington Avenue elevated line between 5:15 and 5:30 P. M.	Satisfied by new arrangements for loading Lexington Avenue elevated trains.
11563, Cook..... I. R. T. Co.	Nuisance of bill boards at foot of elevated stairways, especially at Recor Street and at 116th Street stations.	Covered by Case 1481.
11564, Wyatt..... 42d St., M. & St. N. Ave. R. R. Co.	Noise made by Broadway branch cars between 77th and 81st streets.	Covered by Case 1898.
11566, Porter..... N. Y. Rys. Co.	No heat in Car No. 1830 of Seventh Avenue line.	Covered by Case 1426.
11567, Churchill.... N. Y. Rys. Co.	No heat in southbound Fourth and Madison Avenue cars in the morning.	Covered by Case 1426.
11568, Skinnell.... L. I. R. R. Co.	Toilets at 16th Street station, Whitestone, are not open to the public between 6 and 7 A. M.	Satisfied by arrangements to keep toilets open.

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File No., name of complainant and company complained against	Subject	Disposition
11569, Brewer..... N. Y. Consol. R. R. Co.	Noisy operation of Lexington Avenue elevated trains at South Oxford street.	Covered by Case 1746.
11570, Walker..... Adams Express Co.	Complaint of charge of 21 cents for taking baggage check from Elmhurst to Grand Central station.	Satisfied by refund made by company.
11571, Caldwell.... L. I. R. R. Co.	Unable to buy commutation ticket for half month and full month following at Forest Hills station.	Closed, ill founded, upon statement of engineer showing company within its rights in limiting sale of such tickets at certain stations.
11572, Pitkin..... N. Y. Consol. R. R. Co.	Inadequate service on Fulton Street elevated line to Park Row between 7 and 7:30 A. M.	Satisfied by promise of company to put in effect new schedule increasing service.
11573, Hubbard.... I. R. T. Co.	Refusal of certain guards on subway trains to open side doors, especially at Times square.	Dismissed, with statement to complainant.
11574, Fairervis... N. E. R. R. Co.	Overcrowding on St. John's Place line.	Covered by Case 1880.
11575, McDonald... I. R. T. Co.	Poor service in subway during non-rush hours and on Sundays.	Covered by Case 1291.
11576, Fischer..... N. Y. C. Int. Ry. Co.	Practice of sending a large number of "dead" cars through 149th street during morning school hours.	Satisfied by explanation made by company.
11577, Koplik..... N. Y. Rys. Co.	Complaint of type of cars operated on Chambers Street surface line; leaky and filthy.	Dismissed, with statement to complainant that those cars are gradually being taken from service.
11578, Buxhoewden. N. Y. Consol. R. R. Co.	Failure to heat Brighton Beach train.	Satisfied by explanation made by company.
11579, Heep..... I. R. T. Co.	Rough treatment accorded to him by a platform man at Grand Central station of subway.	Dismissed, upon report of engineer explaining congested conditions during rush hours.
11580, Crowlay.... B. H. R. R. Co.	No heat in Nostrand Avenue car at Clarendon road.	Covered by Case 1426.
11582, Buchman Prop. Own. Assn. N. Y. Consol. R. R. Co.	Complaint that fence at Buchman Avenue crossing has been destroyed, causing great danger.	Satisfied by erection of a three-rail fence.
11584, Lafferty..... N. Y. Rys. Co.	Failure to furnish heat in Eighth Avenue surface cars.	Covered by Case 1426.
11585, Bain..... I. R. T. Co.	No heat turned on in a Sixth Avenue elevated train at 81st street.	Covered by Case 1426.
11586, Lewy..... N. Y. Rys. Co.	Lack of heat in Car No. 1306 of Broadway-Columbus Avenue line.	Satisfied by discipline administered to conductor for failure to turn on heat.
11587, Johnston.... I. R. T. Co.	Failure to furnish heat in Sixth Avenue elevated trains leaving 155th street.	Covered by Case 1426.
11588, Flatlands Prop. Own. Assn. B. H. R. R. Co.	Inadequate service on Flatbush Avenue line below Nostrand avenue.	Covered by Case 1880.
11589, S. I. Civic League S. I. Mid. Ry. Co.	Operation of open car from Richmond road to Midland Beach in cold weather.	Satisfied by substitution of a closed car.
11590, Lunts..... N. Y. Consol. R. R. Co.	Insufficient service on Myrtle Avenue elevated line to Park Row or Brooklyn bridge.	Covered by Case 1882.

File No., name of complainant and company complained against	Subject	Disposition
11591, Joyce..... I. R. T. Co.	Practice of guards on elevated trains to open doors before trains come to a stop, thereby permitting inrush of cold air.	Dismissed, with statement to complainant.
11592, Orr..... N. Y. Consol. R. R. Co.	Inadequate service on Myrtle Avenue elevated line to Park Row; also on Richmond Hill line between Ridgewood and Richmond Hill.	Covered by Cases 1880 and 1882.
11594, Murray..... I. R. T. Co.	No heat in a Ninth Avenue elevated train leaving 140th street about 9 A. M. on November 25th.	Satisfied by answer of company showing reduction in generation of current.
11595, Buffington... Third Ave. Ry. Co.	Failure of Third and Amsterdam Avenue cars to stop for school children at 172d street, south-bound.	Satisfied by action of company in issuing instructions for cars to stop for waiting passengers at that point.
11597, Rosenthal... L. I. R. R. Co.	Lack of protection at East New York station, Atlantic division.	Covered by Case 1891.
11599, Fraser..... B. H. R. R. Co.	Long headways between Nostrand Avenue cars between 8 and 8:30 A. M.	Covered by Case 1880.
11600, Steinbugler.. B. H. R. R. Co.	Inadequate service on Flatbush Avenue line from Atlantic Avenue subway station between 5:30 and 6:30 P. M.	Covered by Case 1880.
11601, Post..... I. R. T. Co.	Congestion at John Street station of subway during rush hours; suggests that one stairway be used for entrance only and one for exit only.	Closed, ill founded, investigation showing suggested method not practicable.
11602, Cedar Manor Board of Trade. L. I. R. R. Co.	Requests bridge over Long Island Railroad tracks at Pacific street to allow Manhattan and Queens Traction line to reach terminus for which franchise provides.	Covered by Case 1567.
11603, Keller..... N. Y. Rys. Co.; I. R. T. Co.	Inadequate service on Sixth Avenue and Seventh Avenue lines between 50th and 59th streets in the morning; also on Sixth Avenue shuttle line.	Dismissed, report of engineer showing service adequate.
11604, McCarthy... N. Y. Consol. R. R. Co.	Inadequate service on Fifth Avenue-Bay Ridge line; 2-car trains operated during theatre hours.	Covered by Case 1882.
11605, Kiesling..... N. Y. Consol. R. R. Co.	Irregular service on Myrtle Avenue elevated line; long headways.	Covered by Case 1882.
11606, Luckey..... N. Y. Consol. R. R. Co.	Insufficient heat turned on in Brighton Beach trains.	Covered by Case 1426.
11607, Wilson..... N. Y. Consol. R. R. Co.	Practice of Culver line trains to skip stations on Fifth avenue without announcement.	Covered by Case 1882.
11608, Finlay..... N. E. R. R. Co.	Inadequate service on Seventh Avenue line between 8 and 9 A. M.	Covered by Case 1880.
11610, Kuhn..... N. Y. Consol. R. R. Co.	Overcrowding on Myrtle Avenue elevated line; insufficient number of cars to trains.	Covered by Case 1882.

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File No., name of complainant and company complained against	Subject	Disposition
11611, Shanley.... N. Y. Consol. R. R. Co.	Outrageous service on Lexington Avenue elevated line from Cypress Hills to Chambers street.	Covered by Case 1882.
11612, Brooks..... I. R. T. Co.	Long headways on shuttle line of Third Avenue elevated between Third avenue and Grand Central station.	Satisfied by promise of company to look after service.
11613, Harris..... Bk. & No. River R. R. Co.	Refusal to issue transfer when he boarded car on Bowery, Manhattan side of Manhattan bridge, for use on Broadway line in Manhattan.	Dismissed, with statement to complainant advising that this rule is in accordance with stipulations made when cars began operation.
11615, Blumlein.... I. R. T. Co.	Failure to notify passengers at subway stations of delays in subway, then when trains begin operation it is impossible to get aboard.	Dismissed, with statement to complainant explaining conditions.
11616, Lipsman.... B. H. R. R. Co.	Refusal to permit him to board Williamsburg Bridge local car because he carried lead pipe weighing about 15 pounds.	Closed, default of complainant.
11618, Transit Bureau. I. R. T. Co.	Standing passengers carried on Second Avenue elevated trains after 4:40 P. M.	Satisfied by increase in service.
11619, Kopp..... L. I. R. R. Co.	Greatly inconvenienced by failure of train to stop at Dunton as scheduled.	Covered by Case 1891.
11620, Borghers.... L. I. R. R. Co.	Failure of train to stop at Dunton as scheduled.	Covered by Case 1891.
11621, Elger..... Union Ry. Co.	Need of shelter at 161st street and Third avenue while waiting for St. Ann's Avenue cars.	Dismissed, with statement to complainant that company is unable to obtain permit for placing a waiting room at that point.
11622, Hopping.... I. R. T. Co.	Requests that exit sign at 116th Street station of subway be removed until turnstile is in operation again.	Satisfied by action of company in opening exit for use.
11623, Hawley..... N. Y. Consol. R. R. Co.	Delays to Sea Beach cars, which are held until all fares are collected.	Satisfied by explanation made by company.
11624, Moskowits.. I. R. T. Co.	Complaint that bridges on Third Avenue elevated line at 34th street and at 42d street are closed between 12:30 and 5:30 A. M.	Satisfied by answer of company showing no necessity for keeping bridges open during those hours.
11625, Thackeray... L. I. R. R. Co.	Complaint that ventilators in cars on Atlantic division between Jamaica and Flatbush avenue are kept closed to detriment of health.	Covered by Case 1891.
11628, Flake Terrace Assn. N. Y. Consol. R. R. Co.	Failure to furnish heat in Car No. 193 of Brighton Beach elevated line leaving Avenue "H."	Covered by Case 1426.
11629, Brooks..... N. Y. Consol. R. R. Co.	Complaint of operation of 3-car trains on Brighton Beach line; overcrowding.	Covered by Case 1882.
11631, Barry..... I. R. T. Co.	Requests additional transfer agent at 149th Street southbound station of subway; also additional stairway facilities.	Dismissed, with statement to complainant showing changes to be made at that station.

File No., name of complainant and company complained against	Subject	Disposition
11633, Furniss.... N. Y. Consol. R. R. Co.; B. H. R. R. Co.	Operation of 2-car trains on Fifth Avenue-Bay Ridge line during night; overcrowding of 65th Street-Bay Ridge Avenue cars.	Covered by Cases 1880 and 1882.
11634, Pilschke.... N. Y. Consol. R. R. Co.	Overcrowding on 3-car train on West End line at Atlantic avenue about 10:05 P. M. on December 5th.	Covered by Case 1882.
11638, Sayer..... N. Y. Consol. R. R. Co.	General complaint of conditions on West End and Sea Beach lines; service unreliable.	Closed, default of complainant.
11639, Willard..... L. I. R. R. Co.	No train from Pennsylvania station stopping at Brooklyn Manor between 8:18 and 11:41 P. M.	Covered by Case 1891.
11641, Gimbel Bros. N. Y. Rys. Co.	Protests against installation of a crossover on Sixth avenue between 33d and 32d streets.	Closed, ill founded, with statement to complainant that company is not required to obtain permission from this Commission for location of crossovers.
11645, Schlag..... N. Y. Consol. R. R. Co.	Long headways between Myrtle Avenue elevated trains at Adams street bound for Ridgewood, particularly about 7:30 A. M.	Satisfied by answer of company.
11646, Butler..... I. R. T. Co.	Complaint of condition of drip pan over southerly crosswalk at 50th Street station of Second Avenue elevated line.	Satisfied by repairs made by company.
11647, O'Connell... I. R. T. Co.	Unusual delays to Third Avenue express trains leaving Bronx Park between 7:40 and 7:55 A. M., also express trains from City Hall northbound.	Dismissed, upon report of engineer showing physical difficulties.
11649, Hoster..... I. R. T. Co.	Complaint that his wife was injured by side door slamming against her as it was closing at Times Square downtown station of subway.	Closed, default of complainant.
11650, Loebenstein. I. R. T. Co.	Failure of local trains on Third Avenue elevated line to stop at 84th Street southbound station.	Satisfied by investigation and results submitted to complainant, who expressed satisfaction that everything possible is being done.
11651, Brockman... N. Y. Consol. R. R. Co.	Complaint that a 6-car West End train leaving 79th Street station had only 8 cars open to passengers.	Satisfied by answer of company that extra 8 cars were being taken to yards.
11652, Hughes..... N. Y. Consol. R. R. Co.	Calls attention to danger on account of narrow platform at Bay 85th Street station of West End line.	Satisfied by explanation made to complainant.
11653, Turner..... N. Y. Consol. R. R. Co.	Failure to furnish heat in Brighton Beach elevated trains.	Covered by Case 1426.
11654, Smith..... N. Y. Consol. R. R. Co.	Inconvenience caused by diverting Myrtle Avenue elevated train marked for Chambers street to Brooklyn bridge.	Satisfied by company answer showing switches out of order at Broadway and Myrtle avenue.
11655, Hine..... N. Y. Rys. Co.	Failure to heat 116th Street crosstown cars.	Satisfied by explanation made by company.
11656, Bartlett.... I. R. T. Co.	Overcrowding of subway local trains during non-rush hours.	Covered by Case 1291.

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File No., name of complainant and company complained against	Subject	Disposition
11657, Beecher.... N. Y. Consol. R. R. Co.	Difficulty in opening elevated car windows in case of accident.	Closed, ill founded, with statement to complainant.
11659, Walton.... N. E. R. R. Co.; B. H. R. R. Co.	Poor service during non-rush hours on Flatbush-Seventh Avenue, Vanderbilt Avenue and Flatbush Avenue lines.	Covered by Case 1880.
11660, Wylle..... I. R. T. Co.	Practice of guard at south gate at downtown 23d Street station of Sixth Avenue elevated line in blocking one of the entrances, thereby preventing departing passengers from passing through south entrance.	Satisfied by statement to complainant explaining situation at that station.
11661, Decker..... B. H. R. R. Co.	Unable to make trip by transfer from Third Avenue line to Fulton Street line and then to Lorimer Street line for one fare.	Covered by Case 1801.
11663, Karlsruher.. B. H. R. R. Co.	Waited 14 minutes at Nostrand avenue and Fulton street for a Fulton Street car going beyond Reid avenue.	Satisfied by explanation made by company.
11665, Newburger.. N. Y. Rys. Co.	Poor service on Sixth and Amsterdam Avenue and Broadway - Amsterdam Avenue lines caused by switching cars back at 53d street and Ninth avenue and at 50th street, Seventh avenue and Sixth avenue.	Satisfied by answer of company.
11667, Schultheis... N. Y. Consol. R. R. Co.; B. H. R. R. Co.	Inadequate service on Fifth Avenue-Bay Ridge elevated, 65th Street-Ft. Hamilton surface and Bay Ridge surface lines from 65th street from 7 to 9 A. M.	Covered by Cases 1880 and 1882.
11671, Dawson..... L. I. R. R. Co.	No train between 8:13 and 11:41 P. M. from Pennsylvania station to Brooklyn Manor.	Covered by Case 1891.
11672, Burrell..... B. H. R. R. Co.	Overcrowding of Flatbush Avenue surface cars during non-rush hours.	Covered by Case 1880.
11674, Grumbach... Fifth Ave. Coach Co.	Dangerous speed of buses on Fifth avenue above 59th street.	Closed, ill founded, upon statement of company that they are complying with City ordinance.
11685, Saxton..... Third Ave. Ry. Co.	Long headways on Broadway-Kingsbridge line southbound at 179th street.	Satisfied by answer of company showing reasonable headway.
11686, Richter..... B. H. R. R. Co.	Insufficient service on Flatbush Avenue line during A. M. and P. M. rush hours.	Covered by Case 1880.
11696, Transit Bureau. D. D. E. B'way & Batt. R. R. Co.	Report showing that Car No. 807 of Post Office-Brooklyn line has been turned back at the Bowery.	Dismissed, upon report of engineer giving reason for turning back car.
11697, Ripley..... 42d St., M. & St. N. Ave. R. R. Co.	Lack of heat and ventilation in Broadway branch cars.	Satisfied by answer of company that heating order is being complied with.
11700, Roman..... L. I. R. R. Co.	No heat furnished in Far Rockaway division trains in the morning; menace to health.	Covered by Case 1426.

File No., name of complainant and company complained against	Subject	Disposition
11701, Watson..... N. Y. Consol. R. R. Co.	Poor service in the morning from Wyckoff avenue to Brooklyn bridge, Myrtle Avenue elevated line.	Covered by Case 1882.
11714, Dealy..... N. Y., N. H. & Hart R. R. Co.	Standing passengers carried in 5:41 P. M. train from Grand Central station.	Satisfied by report of engineer showing operation of an additional car to train when necessary.
11716, Adams..... N. Y. Consol. R. R. Co.	Delays to Myrtle Avenue elevated trains from Wyckoff avenue to Chambers street in the morning.	Covered by Case 1882.
11719, Swift..... I. R. T. Co.	Poor service and lack of ventilation on Ninth Avenue elevated line.	Closed, ill founded, upon report of engineer showing seats in excess of passengers and ventilation good.
11788, Pitzely..... N. Y. Consol. R. R. Co.	Complaint of operation of Fulton Street elevated trains on half-hour headway during night; waited 30 minutes at Saratoga Avenue station.	Covered by Case 1882.
11740, Fuchs..... Union Ry. Co.	Failure to furnish heat in Car No. 656 of West Mt. Vernon line.	Covered by Case 1426.



APPENDIX C

INFORMAL COMPLAINTS — GAS AND ELECTRICITY

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APPENDIX C

INFORMAL COMPLAINTS — GAS AND ELECTRICITY

No.	Complainant and Company	Subject Matter	Statement of Disposition
2622	W. G. Mane..... Edison Electric Ill. Co.	Failure to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from company's nearest mains.
2623	H. J. Haggerty..... Consolidated Gas Co.	Deposit required for gas.	Matter taken up with company and complaint adjusted.
2628	H. A. Burke..... Consolidated Gas Co.	Refusal to discontinue gas.	Matter taken up with company and supply discontinued.
2629	Jos. Meyer..... Central Union Gas Co.	Inadequate supply of gas.	Investigation disclosed that condition was due to stoppages in house pipes, which were cleared.
2630	E. Kaufman..... N. Y. Mutual Gas Light Co.	Defective heating supply.	Matter taken up with company and complaint adjusted.
2632	Sanville, Malhado & Co. New York Edison Co.	Delay in supplying electricity.	Matter taken up with company and service installed.
2633	J. V. Storey..... Brooklyn Union Gas Co.	Inadequate supply of gas.	Investigation disclosed condensation in meter, which was cleared, and supply made adequate.
2634	J. G. Seche..... Consolidated Gas Co.	Discontinuance of gas supply.	Matter taken up with company and supply restored.
2635	Mr. Miller..... Consolidated Gas Co.	Refusal to set P. P. meter.	Shown upon investigation that company had made charge of \$2 before making exchange.
2636	Mrs. Hensen..... Brooklyn Boro. Gas Co.	Incorrect billing....	Shown upon investigation that consumer had been improperly billed. Matter taken up with company and corrected bill sent consumer.
2637	M. Gatto..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with company and corrected bill sent to consumer.
2638	Mrs. J. Dooley..... New Amsterdam Gas Co.	Discontinuance of gas supply.	Shown upon investigation that service had been discontinued because of failure to pay the required deposit.
2639	A. Lewis & Co..... New York Edison Co.	As to bills rendered for electricity.	Investigation failed to disclose any error in the bills as rendered.
2640	Jos. Frank..... Standard Gas L.t. Co.	Discontinuance of gas supply.	Shown upon investigation that supply had been discontinued for non-payment of bills.
2641	L. J. Gordon..... Kings Co. Ltg. Co.	Incorrect billing....	Shown upon investigation that consumer had been improperly billed. Matter taken up with company and corrected bill sent consumer.
2642	F. E. Brown..... New York Edison Co.	Failure to supply electricity.	Shown upon investigation that consumer had refused to pay required deposit.
2643	R. Helsman..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with company and corrected bill sent consumer.
2644	A tenant..... Consolidated Gas Co.	Frozen gas.....	Matter taken up with company and condition remedied.

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No.	Complainant and Company	Subject Matter	Statement of Disposition
2645	M. Shatskin..... Brooklyn Union Gas Co.	Incorrect billing....	Shown upon investigation that consumer had been improperly billed. Matter taken up with company and corrected bill sent consumer.
2646	A. Mendelowitz..... New York Edison Co.	Rebate as a result of meter tested by P. S. C.	Matter taken up with company and complaint adjusted.
2647	M. P. McGovern..... Consolidated Gas Co.	Frozen gas.....	Matter taken up with company and condition remedied.
2648	C. Axelrod..... Northern Union Gas Co.	Charge for exchanging meter.	Matter taken up with company and charge waived.
2649	P. Birnbaum..... Brooklyn Union Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2650	Special Univ. Motor Co. New York Edison Co.	Delay in supplying electricity.	Matter taken up with company and service installed.
2651	Thos. Jarvey..... Brooklyn Union Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2652	H. Weisglas..... Brooklyn Union Gas Co.	Discontinuance of gas supply.	Matter taken up with company and service restored.
2653	A. Sacken..... Brooklyn Union Gas Co.	Discontinuance of gas supply.	Matter taken up with company and supply of gas restored.
2654	S. Mossbacher..... Queens Boro. G. & E. Co.	Failure to supply electricity.	Shown upon investigation that Dept. of Water Supply, G. & E. had refused permission to erect poles in street.
2655	I. J. Kahn..... Queens Boro. G. & E. Co.	Failure to supply electricity.	Shown upon investigation that Dept. of Water Supply, G. & E. had refused permission to erect poles in the street.
2656	J. Hoffman..... Brooklyn Union Gas Co.	Bill rendered for shortage in prepayment meter.	Shown upon investigation that consumer's meter had delivered more gas than the coins in the meter called for, and bill had been rendered for shortage.
2657	J. E. Ruddy..... Bronx Gas & Elec. Co.	Deposit required for gas.	Shown upon investigation that company had demanded customary deposit.
2658	Samuel Lemberg..... Brooklyn Union Gas Co.	Alleged failure to return deposit.	Shown upon investigation that company had returned deposit.
2659	C. J. Binnard..... N. Y. Mutual Gas Lt. Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with company and corrected bill sent consumer.
2660	M. Kaufman..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with company and corrected bill sent to consumer.
2661	Sidney Rothschild..... New York Edison Co.	Discontinuance of electricity	Matter taken up with company and supply restored.
2662	Apt & Zuckerman..... New Amsterdam Gas Co.	Discontinuance of gas supply.	Matter taken up with company and supply restored.
2663	A. R. Mosler & Co.... Northern Union Gas Co.	Inadequate supply of gas.	Shown upon investigation that this consumer was in the second district.
2664	H. Horowitz..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with company and corrected bill sent consumer.
2665	T. F. Murphy..... United Elec. Lt. & P. Co.	Discontinuance of electricity	Matter taken up with company and service restored.
2666	M. B. Mirsky..... Consolidated Gas Co.	Leakage of gas....	Matter taken up with company and leak repaired.
2667	M. Aronson..... Brooklyn Union Gas Co.	Inadequate supply of gas.	Shown upon investigation that condition was due to stoppage in house pipes.

No.	Complainant and Company	Subject Matter	Statement of Disposition
2668	R. Fleissner..... Kings Co. Ltg. Co.	Incorrect billing....	Matter taken up with company and corrected bill sent consumer.
2669	Peter Schwartz..... Consolidated Gas Co.	Additional deposit required.	Matter taken up with company and complaint adjusted.
2670	Robt. J. Sadler..... Woodhaven Gas Lt. Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2671	S. von Rein..... Consolidated Gas Co.	Deposit required for gas.	Shown upon investigation that usual deposit had been required.
2672	C. A. King..... Flatbush Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with company and corrected bill sent consumer.
2673	J. C. Rauscher..... Brooklyn Boro. Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with company and corrected bill sent consumer.
2674	A. McKinnon..... Flatbush Gas Co.	Discontinuance of gas supply.	Matter taken up with company and service restored.
2675	C. E. Rasch..... Brooklyn Union Gas Co.	Shortage in prepayment meter.	Matter taken up with company and complaint adjusted.
2676	S. Whiting..... Brooklyn Union Gas Co.	Failure to return deposit.	Shown upon investigation that a shortage had occurred in prepayment meter, and deposit was held to make good this shortage.
2677	D. Buhre..... Flatbush Gas Co.	Failure to inform consumer of result of test of electric meter made by company.	Matter taken up with company and desired information obtained.
2678	Geo. A. Dessez..... Consolidated Gas Co.	Deposit required for gas.	Matter taken up with company and deposit waived.
2679	A. Bluestone..... Central Union Gas Co.	Shortage in prepayment meter.	Shown upon investigation that consumer's meter had delivered more gas than the coins deposited in meter called for, and bill had been rendered for shortage.
2680	H. O. Angel..... N. Y. & Q. El. Lt. & P. Co.	As to bills rendered for electricity.	Investigation failed to disclose any error in the bills as rendered.
2681	Paris Dental Parlors.. Brooklyn Union Gas Co.	Failure to set P. P. meter.	Matter taken up with company and meter installed.
2682	Bromcer & Co..... Consolidated Gas Co.	Deposit required for setting P. P. meter.	Shown upon investigation that customary deposit had been required.
2683	W. Tischmacher..... Edison El. Ill. Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with company and corrected bill sent consumer.
2684	S. Rosen..... Brooklyn Union Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2685	S. Kehoe..... Consolidated Gas Co.	Additional deposit required.	Shown upon investigation that deposit had been demanded because of non-payment of bills.
2686	L. Levin..... Brooklyn Union Gas Co.	Discontinuance of gas supply.	Shown upon investigation that supply had been discontinued for non-payment of bills.
2687	Hennessy Realty Co.. Consolidated Gas Co.	Charge for exchanging gas ranges.	Shown upon investigation that customary charge for such exchanges was made.
2688	Mrs. Hirsch..... Brooklyn Union Gas Co.	Rebate allowed as a result of meter tested by P. S. C.	Shown upon investigation that usual rebate had been allowed.
2689	R. V. Malone..... New York Edison Co.	Failure to have representative call to collect bills.	Matter taken up with company with directions to correct failure.

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No.	Complainant and Company	Subject Matter	Statement of Disposition
2690	L. E. Ostro..... Central Union Gas Co.	Failure to supply gas ranges.	Transferred to formal com- plaint.
2691	Chimney Corner Tea Room. Standard Gas Lt. Co.	Leakage of gas....	Matter taken up with company and leak repaired.
2692	B. Stensland..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with com- pany and corrected bill sent consumer.
2693	M. Douglas..... New Amsterdam Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with com- pany and corrected bill sent consumer.
2694	Sol. Mayer..... N. Y. & Q. El. Lt. & P. Co.	Bills rendered for electricity.	Investigation failed to dis- close any error in the bills as rendered.
2695	Kaufman & Kohn.... N. Y. & Q. El. Lt. & P. Co.	Delay in supplying electricity.	Matter taken up with com- pany and service installed.
2696	S. Zuckerhandle..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with com- pany and corrected bill sent consumer.
2697	M. B. Huson..... New Amsterdam Gas Co.	Threatened discon- tinuance of gas supply.	Matter taken up with com- pany and complaint ad- justed.
2698	J. H. Muller..... Brooklyn Union Gas Co.	Inadequate of gas.	supply Matter taken up with com- pany and supply made ade- quate.
2699	R. N. E. Diamond.... Consolidated Gas Co.	Inadequate of gas.	supply Matter taken up with com- pany and supply made ade- quate.
2700	C. P. Slattry..... N. Y. Mutual Gas Lt. Co.	Inadequate of gas.	supply Matter taken up with com- pany and supply made ade- quate.
2701	Anton Smith..... Consolidated Gas Co.	Inadequate of gas.	supply Matter taken up with com- pany and supply made ade- quate.
2702	W. F. Hasland..... Consolidated Gas Co.	Frozen gas.....	Matter taken up with com- pany and condition reme- died.
2703	E. McCaffery..... Consolidated Gas Co.	Inadequate of gas.	supply Matter taken up with com- pany and supply made ade- quate.
2704	M. Zucker..... United El. Lt. & P. Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with com- pany and corrected bill sent consumer.
2705	Alfred M. Shaffer.... Consolidated Gas Co.	Frozen gas.....	Matter taken up with com- pany and condition reme- died.
2706	J. C. Karl..... Consolidated Gas Co.	Deposit required....	Matter taken up with com- pany and complaint ad- justed.
2707	L. Baron..... Brooklyn Union Gas Co.	Discontinuance of gas supply.	Matter taken up with com- pany and supply restored.
2708	A. Oakes..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been overin- dexed. Matter taken up with company and cor- rected bill sent consumer.
2709	Sferra Brothers..... New York Edison Co.	Delay in supplying electricity.	Matter taken up with com- pany and service installed.
2710	Tenants Consolidated Gas Co.	Inadequate of gas.	supply Matter taken up with com- pany and supply made ade- quate.
2711	H. W. Sancton..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been overin- dexed. Matter taken up with company and cor- rected bill sent consumer.
2712	E. H. Ehlers..... Consolidated Gas Co.	Frozen gas.....	Matter taken up with com- pany and condition reme- died.

No.	Complainant and Company	Subject Matter	Statement of Disposition
2713	C. Skinner..... Consolidated Gas Co.	Leaking gas.....	Matter taken up with company and leak repaired.
2714	H. Schumacher Sons.. Standard Gas Light Co.	Deposit required...	Matter taken up with company and adjusted.
2715	H. C. Goodman..... Consolidated Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2716	A. Shapiro..... Consolidated Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with company and corrected bill sent consumer.
2717	W. Kosherowsky..... New Amsterdam Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with company and corrected bill sent consumer.
2718	W. Graham..... Brooklyn Union Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2719	M. Rosen..... Brooklyn Union Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2720	Mrs. H. Bright..... Jamaica Gas Light Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2721	Andrew Gack..... Westchester Ltg. Co.	Delay in supplying electricity.	Matter taken up with company and service installed.
2722	A. Nicolaids..... New York Edison Co.	As to contract for sign.	After hearing it was ruled that the Commission had no jurisdiction in the matter.
2723	Charles Mathiesen..... New Amsterdam Gas Co.	Frozen gas.....	Matter taken up with company and condition remedied.
2724	Max Frankl..... Brooklyn Union Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2725	L. Helfmund..... Standard Gas Light Co.	Frozen gas.....	Matter taken up with company and condition remedied.
2726	Duroess Company..... Consolidated Gas Co.	Incorrect billing....	Shown upon investigation that consumer had been improperly billed. Matter taken up with company and corrected bill sent consumer.
2727	P. Connelly..... Consolidated Gas Co.	Leakage of gas....	Matter taken up with company and leak repaired.
2728	T. A. Jones..... Edison Electric Ill. Co.	Bills rendered for electricity.	Matter taken up with company and complaint adjusted.
2729	Mrs. A. Wybracht.... Brooklyn Union Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2730	J. Kelly	Failure to report result of test made by company, of meter.	Matter taken up with company and complaint adjusted.
2731	E. J. Tabor..... Flatbush Gas Co.	Discontinuance of gas supply.	Shown upon investigation that supply had been discontinued for non-payment of bills.
2732	H. Kandt..... Flatbush Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with company and corrected bill sent consumer.
2733	L. Burml..... East River Gas Co.	Overindex	Shown upon investigation that meter had been overindexed. Matter taken up with company and corrected bill sent consumer.
2734	G. Hawkins..... Flatbush Gas Co.	Inadequate supply of electricity.	Matter taken up with company and supply made adequate.
2735	J. J. Mason..... Flatbush Gas Co.	Interruption to electric service.	Matter taken up with company and complaint adjusted.

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No.	Complainant and Company	Subject Matter	Statement of Disposition
2736	L. Timm..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2737	E. W. Bailey..... Consolidated Gas Co.	Incorrect billing....	Shown upon investigation that complainant had been improperly billed. Matter taken up with company and corrected bill sent consumer.
2738	Max Millman..... Edison El. Ill. Co.	Failure to install electricity.	Shown upon investigation that company had no franchise in the applicant's territory.
2739	C. Farley..... New Amsterdam Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2740	Empire State Dairy Co. N. Y. & Q. El. Lt. & P. Co.	Bills rendered for electricity.	Investigation disclosed the fact complainant was being billed in accordance with the schedule of rates as filed by the company with the Commission.
2741	R. B. Goodwin..... N. Y. & Richmond Gas Co.	As to deposit required.	Shown upon investigation that the usual deposit had been imposed.
2742	George Bury..... Bronx Gas & Electric Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2743	A. Bruckner..... Standard Gas Light Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2744	J. C. H. Kennedy..... Northern Union Gas Co.	Charge for setting P. P. meter.	Shown upon investigation that usual charge had been imposed.
2745	W. A. Bagnall..... Kings County Ltg. Co.	Rebate allowed as a result of meter tested by P. S. C.	Shown upon investigation that usual rebate had been allowed.
2746	F. P. Burke..... Edison El. Ill. Co.	Failure to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from the company's nearest mains.
2747	C. Downing..... Flatbush Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2748	Wm. Bigall..... Edison El. Ill. Co.	Delay in supplying electricity.	Matter taken up with company and service installed.
2749	A. M. Cooper..... Brooklyn Union Gas Co.	Incorrect billing....	Shown upon investigation that complainant had been incorrectly billed. Matter taken up with company and corrected bill sent consumer.
2750	E. F. Rosenbaum.... United El. Lt. & P. Co.	Incorrect billing....	Matter taken up with company and corrected bill sent to consumer.
2751	Thos. F. Martin..... Brooklyn Boro. Gas Co.	Charge for installing pipes.	Shown upon investigation that company had made legal charge for such service.
2752	John Marsino et al... N. Y. & Queens Gas Co.	Failure to supply gas.	Matter taken up with company and service installed.
2753	S. Brooks..... Brooklyn Union Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2754	Henry Avanine..... Brooklyn Union Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.

No.	Complainant and Company	Subject Matter	Statement of Disposition
2755	A. Goldsmith Brooklyn Union Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2756	A. Thomas..... New York Edison Co.	Wrong billing.....	Shown upon investigation that complainant had been improperly billed. Matter taken up with company and corrected bill sent consumer.
2757	F. Klatsko..... Consolidated Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2758	A. Simson..... Consolidated Gas Co.	Incorrect billing....	Shown upon investigation that complainant had been incorrectly billed. Matter taken up with company and corrected bill sent consumer.
2759	B. Kaplan..... Northern Union Gas Co.	Failure to supply gas.	Transferred to formal complaint.
2760	G. Mayhew..... Brooklyn Union Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2761	Arlington Knitting Mills. Edison El. Ill. Co.	Estimated bill for electricity.	Matter taken up with company and complaint adjusted.
2762	McNiff & Short..... N. Y. & Q. El. Lt. & P. Co.	Discontinuance of electricity.	Shown upon investigation that service had been discontinued for non-payment of bills.
2763	Samuel Block..... Edison El. Ill. Co.	Failure to supply electricity.	Matter taken up with company and service installed.
2764	F. J. Crystal..... Richmond Lt. & R. R. Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2765	Charles H. Cronin.... Northern Union Gas Co.	Threatened discontinuance of gas supply.	Shown upon investigation that company threatened to discontinue service for non-payment of bills.
2766	Mead & Co..... Brooklyn Union Gas Co.	Discontinuance of gas supply.	Matter taken up with company and complaint adjusted.
2767	E. Kaplan..... Brooklyn Union Gas Co.	Failure to return deposit.	Matter taken up with company and deposit refunded.
2768	A. Lurie..... Edison El. Ill. Co.	Failure to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from the company's nearest main.
2769	Fifth Avenue Building Consolidated Gas Co.	Inadequate system of valves.	Matter referred to company.
2770	H. Ruhlender..... New York Edison Co.	Wrong billing.....	Matter taken up with company and corrected bill sent consumer.
2771	F. Namcsy..... New York Edison Co.	Delay in supplying electricity.	Matter taken up with company and service installed.
2772	M. W. Del Gaudio.... Northern Union Gas Co.	Refusal to supply gas.	Transferred to formal complaint.
2773	T. H. Gillett..... Flatbush Gas Co.	Defective gas stove.	Matter taken up with company and stove repaired.
2774	M. Halloran..... Brooklyn Union Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2775	J. Freyer..... Consolidated Gas Co.	Refusal to set P. P. meter.	Matter taken up with company and meter set without deposit.
2776	Stoller & Cook Co.... Central Union Gas Co.	Refusal to supply gas.	Transferred to formal complaint.

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No.	Complainant and Company	Subject Matter	Statement of Disposition
2777	J. Fischetto..... Brooklyn Union Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2778	S. Faust..... Consolidated Gas Co.	Error in rendering bill.	Matter taken up with company and error corrected.
2779	Michael Quinlivan.... Consolidated Gas Co.	Defective water heater.	Matter taken up with company and heater repaired.
2780	J. J. Hearn Construction Co. N. Y. & Q. El. Lt. & P. Co.	Failure to supply first installation of lamps.	Shown upon investigation that it was not the company's practice to supply such lamps.
2781	C. H. Koenig..... Consolidated Gas Co.	Incorrect billing....	Shown upon investigation that complainant had been improperly billed. Matter taken up with company and corrected bill sent to consumer.
2782	J. J. Strong..... N. Y. & Richmond Gas Co.	Refusal to supply gas.	Matter taken up with company and service installed.
2783	J. H. Hunt..... Brooklyn Union Gas Co.	Leakage in meter..	Matter taken up with company and leak repaired.
2784	John Boyce..... N. Y. & Richmond Gas Co.	Failure to supply gas.	Matter taken up with company and service installed.
2785	S. Hirschman..... Brooklyn Union Gas Co.	Incorrect billing....	Shown upon investigation that complainant had been improperly billed. Matter taken up with company and corrected bill sent consumer.
2786	E. Peterson..... Westchester Ltg. Co.	Failure to supply gas.	Transferred to formal complaint.
2787	J. Gruber..... Northern Union Gas Co.	Failure to supply gas.	Transferred to formal complaint.
2788	R. Weintraub..... Kings County Ltg. Co.	Estimated bill....	Matter taken up with company and adjusted.
2789	B. Hughes..... Consolidated Gas Co.	Failure to connect gas stove.	Matter taken up with company and gas stove connected.
2790	C. A. Gorman..... Flatbush Gas Co.	Threatened discontinuance of electricity.	Shown upon investigation that consumer was indebted for current used.
2791	L. Derganz..... Brooklyn Union Gas Co.	As to bill rendered.	Investigation failed to disclose any error in the bill as rendered.
2792	G. B. Glover..... Flatbush Gas Co.	Threatened discontinuance of gas supply.	Matter taken up with company and complaint adjusted.
2793	T. Langton..... Newtown Gas Co.	Refusal to supply gas.	Shown upon investigation that applicant's premises were over 100 feet from the company's nearest main.
2794	Fabian Construction Co. New York Edison Co.	Failure to combine tenants' service with landlord's.	Matter taken up with company and complaint adjusted.
2795	L. Hess..... Queens Boro. G. & E. Co.	Condition of electric poles.	Matter taken up with company and condition remedied.
2796	J. De Fazio..... Edison El. Ill. Co.	Failure to refund deposit.	Investigation failed to disclose any error on the part of the company.
2797	Postal Transfer Ser. Inc. New York Edison Co.	As to bills rendered for electricity.	Investigation failed to disclose any error in bills as rendered.
2798	R. Luntzky..... Consolidated Gas Co.	Leakage of gas....	Matter taken up with company and leak repaired.
2799	Max Welsbrat..... New Amsterdam Gas Co.	Discontinuance of gas supply.	Shown upon investigation that service was discontinued for the non-payment of bills.
2800	H. S. Leube et al.... Bronx Gas & Electric Co.	Petition for gas....	Matter taken up with company and service installed.

No.	Complainant and Company	Subject Matter	Statement of Disposition
2801	C. Marquardt..... Brooklyn Union Gas Co.	Condition of gas supply.	Matter taken up with company and supply made adequate.
2802	P. Fontana..... Edison El. Ill. Co.	Charge for removing meter.	Matter taken up with company and meter removed without charge.
2803	W. F. Banks..... N. Y. & Richmond Gas Co.	Failure to supply gas.	Matter taken up with company and service installed.
2804	Allsworth Realty Co... Northern Union Gas Co.	Refusal to supply gas.	Transferred to formal complaint.
2805	M. English..... Brooklyn Union Gas Co.	Failure to return deposit.	Matter taken up with company and complaint adjusted.
2806	A. Sargent..... Edison El. Ill. Co.	Discontinuance of electricity.	Shown upon investigation that service had been discontinued for the non-payment of bills.
2807	E. C. Fuller..... Flatbush Gas Co.	Threatened discontinuance of gas supply.	Shown upon investigation that discontinuance had been threatened because of non-payment of bills.
2808	R. Burns..... Edison El. Ill. Co.	Failure to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from the company's nearest mains.
2809	F. E. Sadlo..... Newtown Gas Co.	Refusal to supply gas.	Matter taken up with company and service installed.
2810	M. J. Rhodes..... Northern Union Gas Co.	Refusal to exchange stove without charge.	Shown upon investigation that customary charge had been imposed.
2811	A. W. Riedlinger..... Westchester Ltg. Co.	Alleged refusal to supply electricity.	Shown upon investigation that company stood in readiness to furnish such supply.
2812	E. Willetts..... Northern Union Gas Co.	Refusal to supply gas.	Transferred to formal complaint.
2813	Fabian Construction Co. New York Edison Co.	Failure to combine bills.	Matter was adjusted after hearing.
2814	T. Ketel..... Northern Union Gas Co.	Charge for exchanging gas range.	Matter taken up with company and complaint adjusted.
2815	I. R. Brown..... Brooklyn Union Gas Co.	Bill rendered for gas.	Matter taken up with company and bill withdrawn.
2816	J. Brizgalski..... Brooklyn Union Gas Co.	Failure to supply gas.	Matter taken up with company and service installed.
2817	F. Mannheimer..... United El. Lt. & P. Co.	Refusal to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from the company's nearest mains.
2818	C. Smith..... New York Edison Co.	Discontinuance of electricity.	Shown upon investigation that company had threatened to discontinue service for non-payment of usual deposit.
2819	M. C. Rabelin..... Consolidated Gas Co.	Incorrect billing....	Shown upon investigation that consumer had been incorrectly billed. Matter taken up with company and adjusted.
2820	J. A. Percival..... Brooklyn Union Gas Co.	Incorrect billing....	Matter taken up with company and corrected bill sent to consumer.
2821	A. L. Baker..... Newtown Gas Co.	Discontinuance of gas supply.	Matter taken up with company and service restored.
2822	S. Kristall..... Brooklyn Union Gas Co.	As to bills rendered for gas.	Matter taken up with company and complaint adjusted.
2823	Willen & Schnittman Building Co. Edison El. Ill. Co.	Failure to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from the company's nearest mains.

No.	Complainant and Company	Subject Matter	Statement of Disposition
2824	W. J. Coen..... Central Union Gas Co.	Discontinuance of gas supply.	Matter taken up with company and service installed.
2825	Wm. Schwartz..... Brooklyn Union Gas Co.	Leakage of gas....	Matter taken up with company and leak repaired.
2826	M. Zinn..... Bronx Gas & El. Co.	Failure to supply gas.	Shown upon investigation that applicant's premises were over 100 feet from the company's nearest mains.
2827	J. B. Hunter..... N. Y. & Q. El. Lt. & P. Co.	Minimum monthly charge for electricity.	Shown upon investigation that customary charge had been imposed.
2828	J. Finnerty..... Brooklyn Union Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2829	Wm. Ottman & Co.... New York Edison Co.	As to bill rendered for electricity.	Matter taken up with company and complaint adjusted.
2830	M. Finn..... Northern Union Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2831	A. Halliday..... Kings County Ltg. Co.	Threatened discontinuance of gas supply.	Shown upon investigation that discontinuance had been threatened for non-payment of bills.
2832	W. A. Canton..... Brooklyn Union Gas Co.	Leaking meter.....	Matter taken up with company and leak repaired.
2833	D. B. Galbally..... Consolidated Gas Co.	Removal of gas range.	Matter taken up with company and complaint adjusted.
2834	S. Gelb..... Consolidated Gas Co.	Leaking meter.....	Matter taken up with company and leak repaired.
2835	Mayfield Construction Co. United El. Lt. & P. Co.	Tenants' inclusion contract.	Shown upon investigation that consumer had refused to pay for a sign. After hearing complaint was adjusted.
2836	Wm. Kestenbaum..... N. Y. & Q. El. Lt. & P. Co.	Bills rendered for electricity.	Shown upon investigation that there was a ground on consumer's wiring.
2837	M. E. Fried..... N. Y. & Q. El. Lt. & P. Co.	Delay in supplying electricity.	Matter taken up with company and service installed.
2838	E. C. Knutsen..... Brooklyn Union Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2839	I. Oxer..... Consolidated Gas Co.	Incorrect billing....	Matter taken up with company and corrected bill sent consumer.
2840	I. Foley..... Northern Union Gas Co.	Condition of gas range.	Matter taken up with company and range exchanged.
2841	H. M. Rowe..... Edison El. Ill. Co.	Failure to supply electricity.	Matter taken up with company and service installed.
2842	C. E. Heney..... Queens Boro. G. & E. Co.	Condition of electric supply.	Matter taken up with company and supply made adequate.
2843	A. T. Klemmer..... N. Y. & Richmond Gas Co.	Failure to supply gas.	Investigation disclosed that applicant's premises were over 100 feet from company's nearest mains.
2844	A. Spanier..... Queens Boro. G. & E. Co.	Delay in supplying gas.	Matter taken up with company and service installed.
2845	B. Molina..... Queens Boro. G. & E. Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2846	E. B. Sadtler..... N. Y. & Richmond Gas Co.	Refusal to refund deposit.	Matter taken up with company and deposit refunded.
2847	Poss & Melten..... United El. Lt. & P. Co.	Amount of deposit required.	Shown upon investigation that usual deposit had been required.

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No.	Complainant and Company	Subject Matter	Statement of Disposition
2848	I. Friedman..... Consolidated Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2849	E. Freeman..... Standard Gas Light Co.	Leakage of gas....	Matter taken up with company and leak repaired.
2850	E. Freeman..... New York Edison Co.	Bills rendered for electricity.	Investigation failed to disclose any error in bills as rendered.
2851	T. D. Mac Donald..... United El. Lt. & P. Co.	Discontinuance of electricity.	Matter taken up with company and service restored.
2852	Bloomington Bros..... New Amsterdam Gas Co.	Lead connections on meters.	Matter taken up with company and iron connections installed.
2853	W. Friend..... Bronx Gas & El. Co.	Failure to supply electricity.	Shown upon investigation that Department of Parks had refused permission to erect poles to applicant's premises.
2854	M. Yelen..... New York Edison Co.	Discontinuance of electricity.	Matter taken up with company and service restored.
2855	R. B. Holt..... New York Edison Co.	Incorrect billing....	Matter taken up with company and corrected bill sent consumer.
2856	Manhattan Cleaners & Dyers, Inc.	Discontinuance of electricity.	Matter taken into court by complainant.
2857	Walton, Beer & Hogan N. Y. & Q. El. Lt. & P. Co.	Contract for electricity.	Shown upon investigation that regular form of contract for such service had been offered.
2858	J. Kussman..... Brooklyn Boro Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2859	Anger Baking Co..... New York Edison Co.	Contract for electricity.	Matter taken up with company and complaint adjusted.
2860	J. Hughes..... New Amsterdam Gas Co.	Discontinuance of gas supply.	Shown upon investigation that supply had been discontinued for non-payment of bills.
2861	J. A. Thayer..... New York Edison Co.	As to bills rendered for electricity.	Investigation failed to disclose any error in bills as rendered.
2862	D. Bartnofsky..... Brooklyn Union Gas Co.	As to bill rendered for gas.	Matter taken up with company and complaint adjusted.
2863	C. Brookstein..... Northern Union Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2864	Abelow Blumberg Co... Brooklyn Union Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2865	William Benthine..... N. Y. & Q. El. Lt. & P. Co.	As to bill rendered for electricity.	Matter taken up with company and complaint adjusted.
2866	Del Rio Cigar Co..... New York Edison Co.	Failure to supply electricity.	Matter taken up with company and service installed.
2867	J. Schrul..... Standard Gas Light Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2868	R. L. Graham..... Standard Gas Light Co.	Discontinuance of gas supply.	Shown upon investigation that gas was discontinued for non-payment of bills.
2869	W. J. Clark..... New York Edison Co.	Discontinuance of electricity.	Shown upon investigation that supply was discontinued for non-payment of bills.
2870	Price-Campbell Cotton Corporation..... New York Edison Co.	Bills rendered for electricity.	Investigation failed to disclose any error in bills as rendered.

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No.	Complainant and Company	Subject Matter	Statement of Disposition
2871	F. L. Hansteen..... Woodhaven Gas Lt. Co.	Bill rendered for gas.	Matter taken up with com- pany and corrected bill sent consumer.
2872	M. Jones..... Brooklyn Union Gas Co.	Incorrect billing....	Matter taken up with com- pany and corrected bill sent consumer.
2873	M. Deveroux..... Brooklyn Union Gas Co.	Bills rendered for gas.	Investigation failed to dis- close any error in bills as rendered.
2874	M. L. Altman..... Flatbush Gas Co.....	Refusal to set P. P. meter.	Matter taken up with com- pany and meter set.
2875	Bramhall Dean Co.... Edison El. Ill. Co.	Bills rendered for electricity.	Matter taken up with com- pany and complaint ad- justed.
2876	Liebman & Sanford Co. New York Edison Co.	Failure to supply electricity.	Matter taken up with com- pany and service installed.
2877	J. Meyer..... New York Edison Co.	Condition of cover of man-hole in front of complain- ant's property.	Matter taken up with com- pany and condition rem- edied.
2878	A. Grossman..... Central Union Gas Co.	Refusal to set P. P. meter.	Matter taken up with com- pany and complaint ad- justed.
2879	J. L. Post..... Brooklyn Union Gas Co.	Bills rendered for gas.	Matter taken up with com- pany and complaint ad- justed.
2880	Wm. L. Beneke..... Richmond Hill & Queens Gas Co.	Delay in supplying gas.	Matter taken up with com- pany and service installed.
2881	J. Stevens..... Flatbush Gas Co.	As to bill rendered for gas.	Matter taken up with com- pany and adjusted.
2882	J. O. May..... New Amsterdam Gas Co.	Interruption to service.	Matter taken up with com- pany and service restored.
2883	R. B. Austin..... N. Y. & Queens Gas Co.	Bills rendered for gas.	Investigation failed to dis- close any error in bills as rendered.
2884	J. J. Coughlan..... Edison Electric Ill. Co.	Refusal to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from company's nearest mains.
2885	A. Feingold..... Consolidated Gas Co.	Overindex.	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.
2886	M. Kamenstein..... United El. Lt. & P. Co.	Refusal to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from company's nearest mains.
2887	S. Otterman..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.
2888	S. Kaufman..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.
2889	Geo. F. Kelm..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.
2890	F. B. Walworth..... Central Union Gas Co.	As to rental for gas range.	Investigation failed to dis- close any error in the rental charge as rendered.
2891	M. Bruckenfeld..... New York Edison Co.	Overindex	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.
2892	J. W. Garside..... Central Union Gas Co.	Discontinuance of gas supply.	Matter taken up with com- pany and service restored.
2893	G. W. Burns..... New York Edison Co.	As to bills rendered for electricity.	Investigation failed to dis- close any error in bills as rendered.

No.	Complainant and Company	Subject Matter	Statement of Disposition
2894	L. B. Stebbins..... Standard Gas Light Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2895	Hennessey Realty Co... New Amsterdam Gas Co.	As to deposit required for gas.	Shown upon investigation that usual deposit had been required.
2896	S. Weisel..... New York Edison Co.	As to bills rendered for electricity.	Matter taken up with company and complaint adjusted.
2897	G. Krippendorf..... Flatbush Gas Co.	Discontinuance of gas supply.	Matter taken up with company and service restored.
2898	W. E. McGloin..... Northern Union Gas Co.	Rental charge for gas stove.	Matter taken up with company and complaint adjusted.
2899	L. Tannenbaum..... New York Edison Co.	Bills rendered for electricity.	Investigation failed to disclose any error in bills as rendered.
2900	P. Miller..... Brooklyn Union Gas Co.	Delay in supplying gas.	Matter taken up with company and service installed.
2901	M. Thompson..... Standard Gas Light Co.	Failure to supply gas stove.	Matter taken up with company and stove installed.
2902	F. P. S. Selligman..... Edison El. Ill. Co.	Failure to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from company's nearest mains.
2903	C. A. Dards..... New York Edison Co.	Discontinuance of electricity.	Matter taken up with company and adjusted.
2904	J. M. Nagle..... N. Y. Mutual Gas Lt. Co.	Failure to rebate as result of test by P. S. C.	Matter taken up with company and rebate allowed.
2905	B. Cohen..... Consolidated Gas Co.	Rebate as result of leaking meter.	Matter taken up with company and adjusted.
2906	R. M. Smyth..... Brooklyn Union Gas Co.	Delay in supplying gas.	Matter taken up with company and service installed.
2907	L. L. Detlefsen..... Edison El. Ill. Co.	Refusal to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from company's nearest mains.
2908	Arden Mills Co..... New York Edison Co.	Discontinuance of electricity.	Shown upon investigation that service was discontinued for non-payment of bills.
2909	G. R. Roth..... N. Y. & Q. El. Lt. & P. Co.	Bills rendered for electricity.	Investigation failed to disclose any error in bills as rendered.
2910	Ditmas Theatre..... Flatbush Gas Co.	Interruption to electric service.	Matter taken up with company and complaint remedied.
2911	R. Shapiro..... Consolidated Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2912	F. Herndl..... Brooklyn Union Gas Co.	Refusal to supply gas.	Shown upon investigation that applicant desired a P. P. meter. Company refused to set one, but offered to set regular meter without deposit, which applicant refused to accept.
2913	A. S. Madison..... Kings County Ltg. Co.	Failure to rebate as result of meter tested by P. S. C.	Matter taken up with company and rebate allowed.
2914	S. Pearl..... Kings County Ltg. Co.	Discontinuance of gas supply.	Shown upon investigation that service was discontinued for non-payment of bills.
2915	Kings County Laundry Brooklyn Boro. Gas Co.	Overindex	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2916	J. M. Paley..... Northern Union Gas Co.	Incorrect billing....	Matter taken up with company and error adjusted.
2917	E. W. Canning..... Edison Electric Ill. Co.	Refusal to supply electricity.	Matter taken up with company and service installed.

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No.	Complainant and Company	Subject Matter	Statement of Disposition
2918	L. J. Phillips & Co.... Consolidated Gas Co.	As to rental for gas range.	Shown upon investigation that usual charge had been imposed for use of gas range.
2919	H. Haskell..... Queens Boro. G. & E. Co.	Failure to report test by company.	Matter taken up with company and test reported.
2920	Riker-Hegeman Co. New York Edison Co.	Refusal to make lamp allowance discount.	Shown upon investigation that contract with complainant did not provide for allowance on lamps.
2921	E. C. O'Brien..... Northern Union Gas Co.	Condition of gas range.	Matter taken up with company and range repaired.
2922	W. Shrivington..... Consolidated Gas Co.	Refusal to supply gas stove.	Shown upon investigation that complainant had moved from the company's territory.
2923	H. Zucker..... New York Edison Co.	Delay in supplying electricity.	Matter taken up with company and service installed.
2924	Mrs. F. Wolf..... Northern Union Gas Co.	Refusal to replace P. P. meter with regular meter, except upon payment of \$2.00.	Transferred to formal complaint.
2925	Mrs. Schwartz..... Central Union Gas Co.	Refusal to replace P. P. meter with regular meter, except upon payment of \$2.00.	Transferred to formal complaint.
2926	C. E. Brownell..... Brooklyn Boro. Gas Co.	Delay in supplying gas.	Matter taken up with company and service installed.
2927	J. Rosenthal..... Edison El. Ill. Co.	Delay in supplying electricity.	Matter taken up with company and service installed.
2928	L. G. Moses..... Kings County Ltg. Co.	Refusal to transfer deposit.	Matter taken up with company and deposit transferred.
2929	S. Raisler..... Consolidated Gas Co.	Delay in supplying gas.	Matter taken up with company and supply installed.
2930	Ring & Heyman..... Consolidated Gas Co.	Discontinuance of gas supply.	Matter taken up with company and service restored.
2931	I. Weintraub..... N. Y. Mutual Gas Lt. Co.	Overindex	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2932	S. Rabinowitz..... Brooklyn Union Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2933	J. A. Cameron..... Edison El. Ill. Co.	Contract for electricity.	Matter taken up with company and complaint adjusted.
2934	Tully Bldg. Co..... Central Union Gas Co.	Refusal to supply gas.	Matter taken up with company and service installed.
2935	C. Krundarsch..... Northern Union Gas Co.	Rental for gas range.	Matter taken up with company and complaint adjusted.
2936	S. Lesser..... Consolidated Gas Co.	Incorrect billing...	Matter taken up with company and corrected bill sent consumer.
2937	E. Peake..... Flatbush Gas Co.	Failure to supply gas.	Matter taken up with company and service installed.
2938	C. N. Gordon..... Central Union Gas Co.	Inadequate supply of gas.	Matter taken up with company and service made adequate.
2939	E. W. P. Gaskins..... Brooklyn Union Gas Co.	Failure to secure P. P. meter.	Matter taken up with company and meter installed.
2940	G. J. Pidgeon..... Union El. Lt. & P. Co.	Discontinuance of electricity.	Matter taken up with company and service restored.
2941	J. W. Stiles..... Consolidated Gas Co.	Additional deposit required.	Matter taken up with company and deposit waived.
2942	K. Gilmartin..... Brooklyn Union Gas Co.	Deposit required...	Shown upon investigation that usual deposit had been required.
2943	A. Grass..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.

No.	Complainant and Company	Subject Matter	Statement of Disposition
2944	J. Wernek..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2945	Mrs. Young..... Woodhaven Gas Light Co.	Request for P. P. meter.	Matter taken up with company and meter set.
2946	A. L. Kohn..... New York Edison Co.	Bills rendered for electricity.	Investigation failed to disclose any error in bills as rendered.
2947	Hess Construction Co. New Amsterdam Gas Co.	Charge for changing location of gas pipes.	Shown upon investigation that pipes were on consumer's premises and were changed on his order.
2948	G. Clecone..... Consolidated Gas Co.	Overindex	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2949	I. Star..... Brooklyn Union Gas Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2950	C. J. Burns et al.... Edison El. Ill. Co.	Erection of poles on private street.	Matter taken up with company and adjusted.
2951	W. A. McLaughlin.... New York Edison Co.	Proposed changes in customer's service conditions.	Shown upon investigation that changes made were standard.
2952	A. C. Weissman..... N. Y. & Q. El. Lt. & P. Co.	Failure to notify consumer of company's intention to test meter.	Shown upon investigation that when a regular periodic test of a meter is made, no notice is sent.
2953	Reynolds Confectionery Co. Edison El. Ill. Co.	Charge for un-metered current.	Matter taken up with company and complaint adjusted.
2954	C. Keenan..... Brooklyn Union Gas Co.	Incorrect billing....	Matter taken up with company and corrected bill sent consumer.
2955	T. M. Taft..... Standard Gas Light Co.	Inadequate supply of gas.	Matter taken up with company and supply made adequate.
2956	F. Wessel..... Consolidated Gas Co.	Overindex	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2957	M. T. Legg..... Edison El. Ill. Co.	Failure to supply electricity.	Matter taken up with company and service installed.
2958	A. Robertson..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2959	H. Feldman..... Brooklyn Union Gas Co.	Incorrect billing....	Matter taken up with company and corrected bill sent consumer.
2960	G. Sexton..... Central Union Gas Co.	Bill rendered for gas.	Matter taken up with company and bill cancelled.
2961	M. L. Brower..... Kings County Ltg. Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2962	Mrs. E. M. Borman... New York Edison Co.	Delay in supplying underground electric current.	Matter taken up with company and service installed.
2963	F. P. Hummel..... New York Edison Co.	Delay in supplying underground electric service.	Matter taken up with company and service installed.
2964	L. Krevitt..... Edison El. Ill. Co.	Discontinuance of electricity.	Shown upon investigation that service had been discontinued because of failure of complainant to sign a contract for service.
2965	V. Pacifico..... Brooklyn Union Gas Co.	Bills rendered for gas.	Investigation failed to disclose any error in bills as rendered.

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No.	Complainant and Company	Subject Matter	Statement of Disposition
2966	S. & H. Holding Co... Kings County Ltg. Co.	Leakage of gas....	Shown upon investigation that leakage was on consumer's premises. Complainant so notified.
2967	M. Shaffer..... Brooklyn Union Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2968	J. I. Bacon..... Consolidated Gas Co.	Discontinuance of gas supply.	Shown upon investigation that service had been discontinued for non-payment of bills.
2969	A. Sydow..... Bronx Gas & El. Co.	Refusal to supply gas.	Shown upon investigation that applicant's premises were over 100 feet from company's nearest mains.
2970	A. Hiller..... Brooklyn Union Gas Co.	Delay in supplying gas.	Matter taken up with company and service installed.
2971	C. Myer..... Consolidated Gas Co.	Charge for changing P. P. for regular meter.	Transferred to formal complaint.
2972	Sara Cone..... Consolidated Gas Co.	Charge for changing P. P. for regular meter.	Transferred to formal complaint.
2973	Chas. Lyons..... Consolidated Gas Co.	Charge for changing P. P. for regular meter.	Transferred to formal complaint.
2974	A. Suozzi..... Northern Union Gas Co.	Refusal to supply gas.	Shown upon investigation that applicant's property was not within company's territory.
2975	A. Suozzi..... Bronx Gas & El. Co.	Refusal to supply gas.	Shown upon investigation that complainant's premises were two miles distant from company's nearest main.
2976	A. Kellman..... Newtown Gas Co.	Incorrect billing....	Matter taken up with company and adjusted.
2977	I. M. Pinkney..... Edison El. Ill. Co.	Failure to supply electricity.	Matter taken up with company and service installed.
2978	A. Jenkins..... Consolidated Gas Co.	Delay in supplying gas.	Matter taken up with company and service installed.
2979	H. J. Sharrett..... N. Y. & Richmond Gas Co.	Refusal to supply gas.	Matter taken up with company and service installed.
2980	H. Dabdoub..... Brooklyn Boro. Gas Co.	Incorrect billing....	Matter taken up with company and corrected bill sent consumer.
2981	L. Goldberg Woven Wire Works. New York Edison Co.	Delay in supplying electricity.	Shown upon investigation that proper certificates had not been issued.
2982	S. Michaels..... N. Y. & Q. El. Lt. & P. Co.	Bills rendered for electricity.	Investigation failed to disclose any error in bills as rendered.
2983	B. S. Dennison & Co.. Consolidated Gas Co.	Delay in supplying equipment.	Matter taken up with company and complaint adjusted.
2984	J. F. Buckley..... Edison El. Ill. Co.	Failure to return deposit.	Matter taken up with company and deposit refunded.
2985	J. F. Buckley..... Brooklyn Union Gas Co.	Failure to return deposit.	Matter taken up with company and deposit refunded.
2986	F. W. Young..... Consolidated Gas Co.	Failure to repair gas range.	Matter taken up with company and range repaired.
2987	M. Fried..... Brooklyn Union Gas Co.	Incorrect billing....	Matter taken up with company and corrected bill sent consumer.
2988	A. Ekhardt..... Consolidated Gas Co.	Charge for changing P. P. for regular meter.	Transferred to formal complaint.
2989	A. Hollitzky..... Brooklyn Union Gas Co.	Overindex.	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
2990	Wm. Schoenberger..... Consolidated Gas Co.	Incorrect billing....	Matter taken up with company and corrected bill sent consumer.

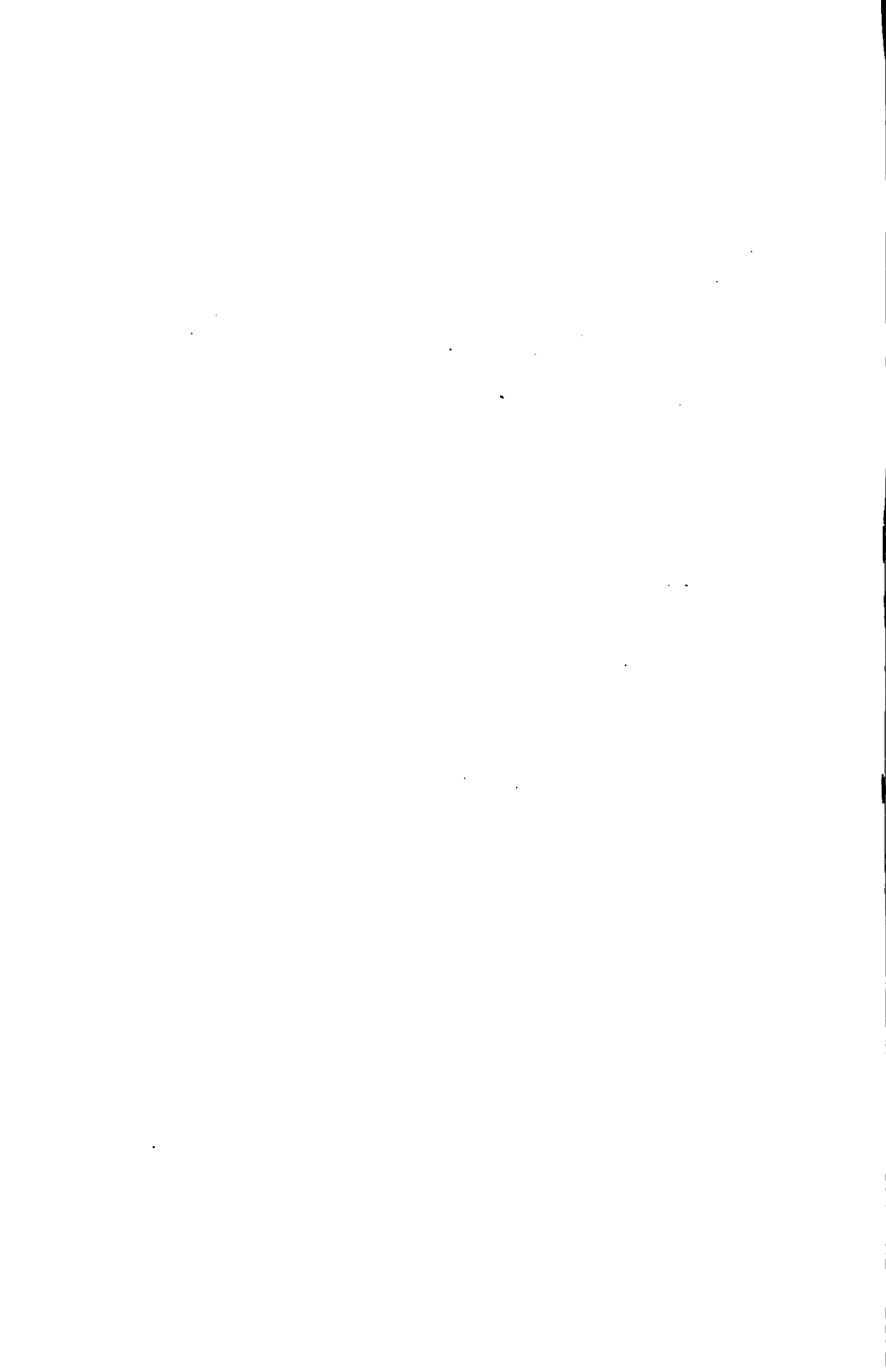
No.	Complainant and Company	Subject Matter	Statement of Disposition
2991	A. T. House..... Flatbush Gas Co.	Failure to report result of test of meter by com- pany.	Matter taken up with com- pany and result of test re- ported.
2992	Bing & Bing..... Consolidated Gas Co.	Charge for chang- ing P. P. for reg- ular meter.	Transferred to formal com- plaint.
2993	S. Miller..... Brooklyn Boro. Gas Co.	Discontinuance of gas supply.	Matter taken up with com- pany and service restored.
2994	A. L. Unger..... New York Edison Co.	Incorrect billing....	Matter taken up with com- pany and corrected bill sent consumer.
2995	J. Coscio..... Edison El. Ill. Co.	Refusal to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from company's nearest main.
2996	J. Donohue..... Edison El. Ill. Co.	Refusal to supply underground elec- tric service.	Matter taken up with com- pany and service installed.
2997	E. A. Willard..... United El. Lt. & P. Co.	Discontinuance of electricity.	Matter taken up with com- pany and service restored.
2998	A. S. Bond..... Flatbush Gas Co.	Deposit required for gas.	Matter taken up with com- pany and complaint ad- justed.
2999	M. H. Cohen..... Flatbush Gas Co.	Threatened discon- tinuance of gas supply.	Matter taken up with com- pany and complaint ad- justed.
3000	C. H. Goodyear..... Central Union Gas Co.	Inadequate supply of gas.	Matter taken up with com- pany and supply made ade- quate.
3001	J. H. Shaffer..... Flatbush Gas Co.	Interruption of electricity.	Matter taken up with com- pany and condition reme- died.
3002	H. G. Young..... Woodhaven Gas Light Co.	Failure to supply gas.	Shown upon investigation that applicant's premises were over 100 feet from company's nearest main.
3003	L. Sass..... Brooklyn Union Gas Co.	Failure to rebate as a result of test of meter by P. S. C.	Matter taken up with com- pany and rebate allowed.
3004	H. Rubin Building Co. Edison El. Ill. Co.	Refusal to supply electricity.	Matter taken up with com- pany and service installed.
3005	Mrs. Levinson..... Brooklyn Union Gas Co.	Discontinuance of gas.	Matter taken up with com- pany and service restored.
3006	M. E. Watts..... Bronx Gas & El. Co.	Failure to supply gas.	Shown upon investigation that applicant's premises were over 100 feet from company's nearest main.
3007	J. Thompson..... Consolidated Gas Co.	Charge for chang- ing P. P. for reg- ular meter.	Transferred to formal com- plaint.
3008	B. G. Moon..... New Amsterdam Gas Co.	Stoppage of gas....	Matter taken up with com- pany and service restored.
3009	M. Silver..... Consolidated Gas Co.	Failure to supply gas.	Matter taken up with com- pany and service installed.
3010	J. Quinn..... New Amsterdam Gas Co.	Discontinuance of gas supply.	Shown upon investigation that service had been dis- continued for non-payment of bills.
3011	S. Schneider..... Brooklyn Union Gas Co.	Incorrect billing....	Matter taken up with com- pany and corrected bill sent consumer.
3012	F. H. Brown..... N. Y. & Q. El. Lt. & P. Co.	Refusal to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from the company's nearest main.
3013	Rosie Lefkowitz..... Brooklyn Union Gas Co.	Leakage of gas....	Matter taken up with com- pany and leak repaired.
3014	Tenants..... Brooklyn Union Gas Co.	Inadequate supply of gas.	Matter taken up with com- pany and supply made ade- quate.
3015	G. L. Bellows..... Brooklyn Union Gas Co.	Delay in supplying gas.	Matter taken up with com- pany and service installed.

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No.	Complainant and Company	Subject Matter	Statement of Disposition
3016	T. P. Patterson..... Central Union Gas Co.	Refusal to set P. P. meter.	Shown upon investigation that regular meter had been set.
3017	R. Daly..... Newtown Gas Co.	Overindex	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.
3018	G. D. Duketts..... Newtown Gas Co.	Failure to rebate as a result of meter tested by company.	Shown upon investigation that meter registered slow on test.
3019	J. Wulfow..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.
3020	Simon Graff..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.
3021	E. M. Halloway..... Flatbush Gas Co.	Inadequate supply of gas.	Matter taken up with com- pany and supply made ade- quate.
3022	H. Mildrum..... N. Y. & Richmond Gas Co.	Failure to install additional meter.	Investigation disclosed fact that consumer was already being supplied through a meter on his premises.
3023	D. Schini..... Westchester Ltg. Co.	Failure to supply electricity.	Shown upon investigation that City had refused to grant permission to erect poles.
3024	R. Hudnut..... Consolidated Gas Co.	Overindex	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.
3025	S. Shapiro..... Edison El. Ill. Co.	Overindex	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.
3026	I. Ballmut..... New York Edison Co.	Incorrect billing....	Matter taken up with com- pany and corrected bill sent consumer.
3027	C. Hoey..... Standard Gas Light Co.	Inadequate supply of gas.	Matter taken up with com- pany and supply made ade- quate.
3028	A. Roth..... Flatbush Gas Co.	Overindex	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.
3029	W. Pousson..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.
3030	O. Sissenere..... N. Y. & Richmond Gas Co.	Threatened discon- tinuance of gas supply.	Matter taken up with com- pany and order to discon- tinue supply revoked.
3031	L. Brouer..... New Amsterdam Gas Co.	Incorrect billing....	Matter taken up with com- pany and corrected bill sent consumer.
3032	Ernest Arnold..... Flatbush Gas Co.	Failure to supply electricity.	Matter taken up with com- pany and service installed.
3033	Wm. Herod..... Edison El. Ill. Co.	Failure to supply electricity.	Shown upon investigation that complainant's premises were over 100 feet from company's nearest main.
3034	M. Morrissey..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over- indexed. Matter taken up with company and cor- rected bill sent consumer.

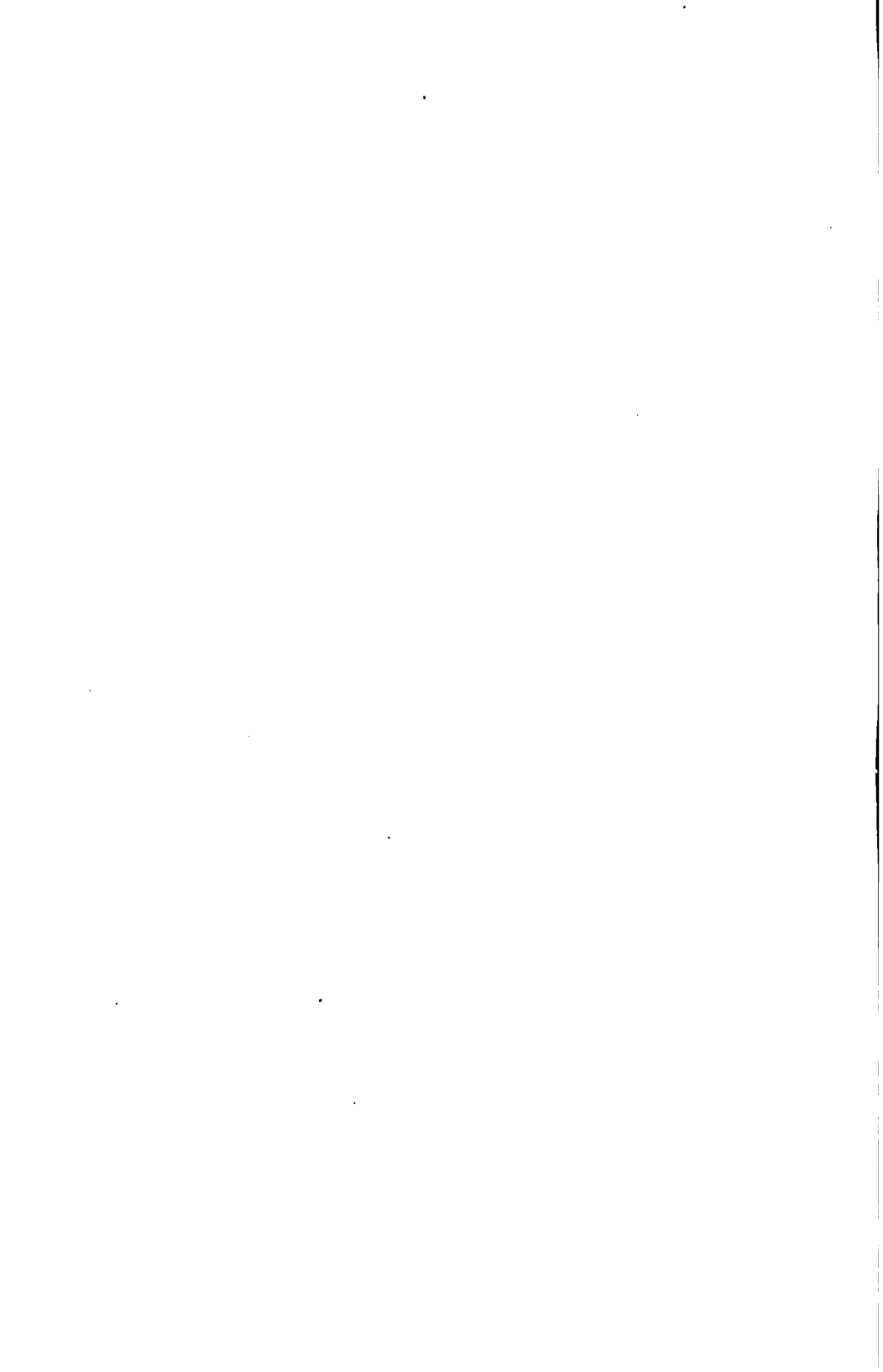
INFORMAL COMPLAINTS — GAS AND ELECTRICITY 777

No.	Complainant and Company	Subject Matter	Statement of Disposition
3085	R. Einstein Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
3086	N. Janklove..... Brooklyn Union Gas Co.	Failure to supply gas.	Matter taken up with company and complaint adjusted.
3087	C. E. Tallmadge..... Brooklyn Union Gas Co.	As to price of gas..	Shown upon investigation that the statutory rate for gas had been charged.
3088	M. Epstein..... Brooklyn Union Gas Co.	Overindex	Shown upon investigation that meter had been over-indexed. Matter taken up with company and corrected bill sent consumer.
3089	Tenant Central Union Gas Co.	Non-supply of gas.	Matter taken up with company and complaint adjusted.
3040	Mrs. E. A. Burton.... Brooklyn Union Gas Co.	Frozen gas.....	Matter taken up with company and complaint adjusted.
3041	S. Sternau & Co..... Edison El. Ill. Co.	As to contract for electricity.	Matter taken up with company and complaint adjusted.
3042	Max Pfeifer..... Brooklyn Union Gas Co.	Poor gas.....	Matter taken up with company and supply of gas made adequate.
3043	Judson R. Swift..... Edison El. Ill. Co.	Street electric service.	Matter pending.
3044	Dr. H. J. Schwartz.... Consolidated Gas Co.	Poor gas.....	Matter taken up with company and supply made adequate.
3045	T. B. Orr..... N. Y. & Q. El. Lt. & P. Co.	Failure to supply electricity.	Shown upon investigation that applicant's premises were over 100 feet from company's nearest main.
3046	Jos. A. Grace..... Brooklyn Union Gas Co.	Poor gas.....	Matter taken up with company and supply made adequate.



APPENDIX D

RAPID TRANSIT ROUTES



APPENDIX D

RAPID TRANSIT ROUTES

A statement of progress in the laying out and validation of rapid transit routes during the calendar year 1914, being supplementary to Appendix A of the Annual Report of the Public Service Commission for the First District for the year ending December 31, 1909, entitled, "History and Description of Rapid Transit Routes in New York City"; Appendix E of the Annual Report of the Public Service Commission for the First District for the year ending December 31, 1911, entitled, "A Statement of Progress in the Laying Out and Validation of Rapid Transit Routes from January 1, 1910, to December 30, 1911"; Appendix D of the Annual Report of the Public Service Commission for the First District for the year ending December 31, 1912, entitled "Rapid Transit Routes," and Appendix D of the Annual Report of the Public Service Commission for the First District for the year ending December 31, 1913, entitled, "Rapid Transit Routes".

The Commission during the year has adopted four additional routes, described as Bushwick Station-East New York Route; Utica Avenue Route; Queensboro Plaza-Crosetown Route; and City Hall Park, Spruce and William Street Route. The Utica Avenue Route is practically a readoption of the original route, designated as Route No. 28, except that it includes only that portion south of Eastern parkway.

The Park Avenue-Lexington Avenue Connection at 40th street, Route No. 53, was approved during the year by the Board of Estimate and Apportionment and by the Mayor, namely, on January 23, 1914, by the Board, and on January 29, 1914, by the Mayor. No attempt was made during the year to legalize this route, as it had been decided not to construct it for the present.

At the close of the year 1913, the Steinway Tunnel and Queensboro Plaza Route, No. 50, was validated by order of the Appellate Division, Second Department. A notice of appeal to the Court of Appeals was filed in the proceeding shortly thereafter. During the last year, however, the appeal was argued, and the higher court, by order entered May 5, 1914, confirmed the order of the Appellate Division.

March 14, 1914, the Appellate Division, Second Department, appointed commissioners to determine whether or not the Gravesend Avenue Route, No. 49,

should be constructed and operated. These commissioners held several hearings and on May 7, 1914, filed a favorable report recommending that the route be constructed. The Appellate Division confirmed this report by order entered May 16, 1914.

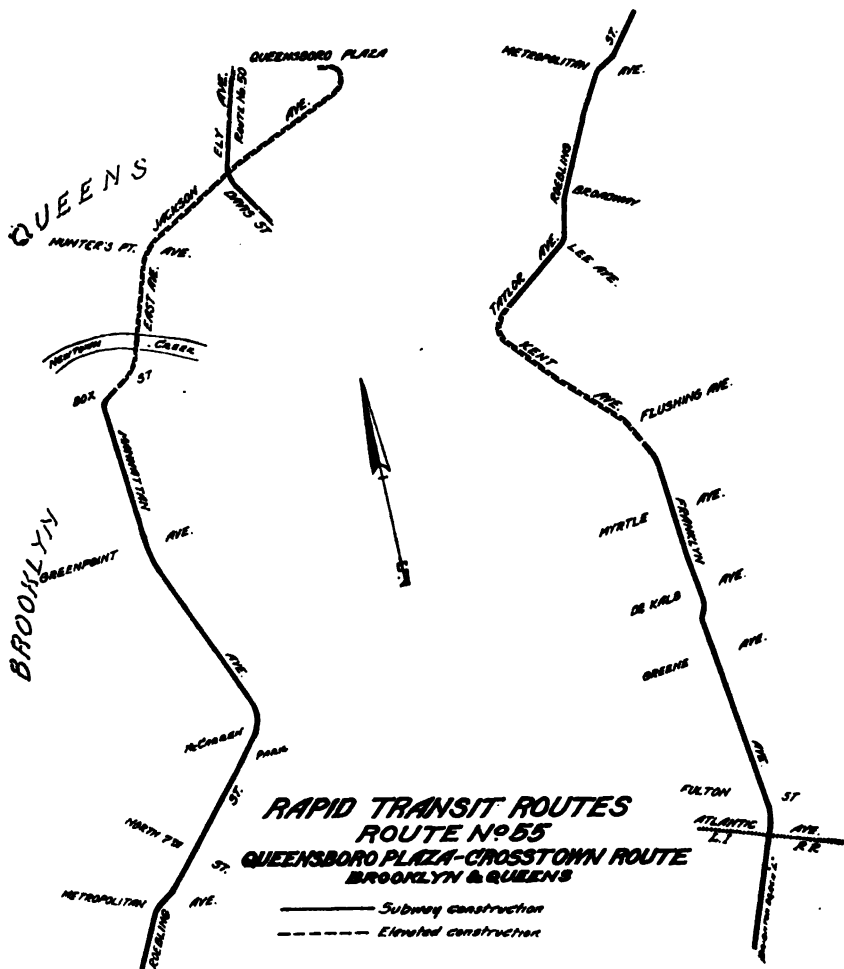
The new routes are described as follows:

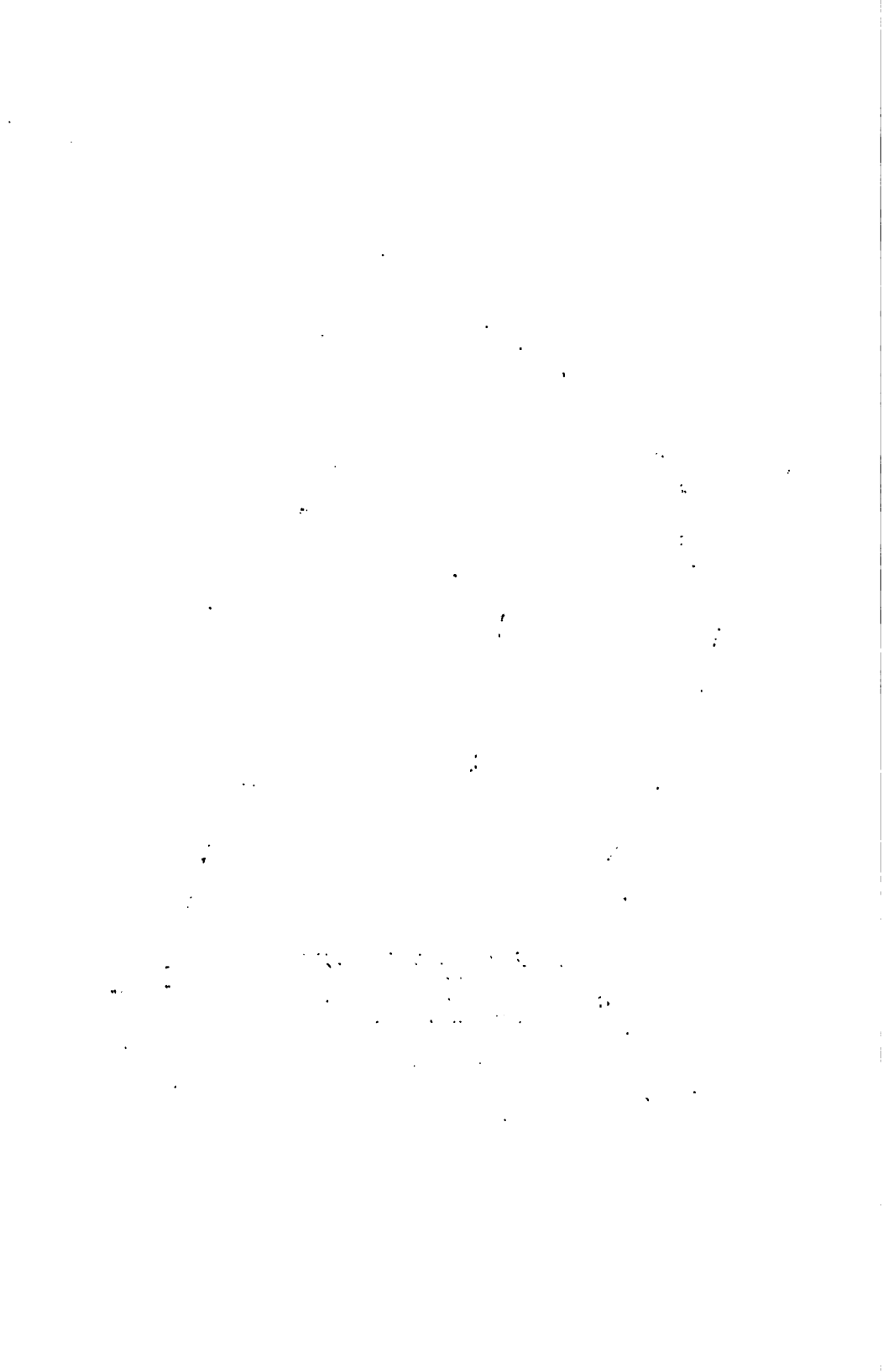
ROUTE NO. 55

QUEENSBORO PLAZA-CROSTOWN ROUTE

Adopted by the Commission July 1, 1914. Approved by the Board of Estimate and Apportionment July 30, 1914, and by the Mayor July 30, 1914. The route as adopted is described as follows:

A route lying wholly in the Boroughs of Queens and Brooklyn beginning at a point over Queensboro Bridge plaza at or near the northwesterly side of Academy street, where a connection can conveniently be made with the Fifty-ninth Street, Woodside and Astoria Route (Route No. 36) as heretofore adopted and approved and with the Steinway Tunnel and Queensboro Plaza Route (Route No. 50) as heretofore adopted and approved; and thence curving southwesterly over Queensboro Bridge plaza and Jane street into Jackson avenue; thence continuing southwesterly over and along Jackson avenue, at Davis street and Ely avenue, being at such an elevation as to cross over and above the elevated structure of the said Steinway Tunnel and Queensboro Plaza Route (Route No. 50), and thence continuing southwesterly over and along Jackson avenue to a point therein at or near East Avenue; thence curving southerly over Jackson avenue into East avenue and continuing southerly over and along East avenue, passing over and across Newtown creek, and over and along East avenue or Oakland street to a point at or near the intersection of Oakland street and Ash street; thence curving southwesterly over Oakland street into private property within the block bounded by Oakland street, Ash street, Manhattan avenue and Box street; thence continuing through private property within said block, and across Box street and continuing and curving southerly into and through private property within the block bounded by Oakland street, Box street, Manhattan avenue and Clay street to a point in Manhattan avenue at or near Clay street, the route in passing through the said private property within the two blocks last above mentioned and in passing across Box street between said blocks descending from an elevated structure by means of viaduct, embankment and open cut to subway or tunnel; thence continuing southerly by subway or tunnel and along Manhattan avenue to a point therein at or near Driggs avenue; thence continuing and curving southwesterly over Manhattan avenue and Driggs avenue into, under and through McCarren park (Greenpoint park), under and across Lorimer street, and again under McCarren park (Greenpoint park) to a point therein at or near the intersection of Union avenue and Bayard street; thence continuing southwesterly under and across Union avenue and Bayard street into and along Roebling street and continuing southwesterly under and along Roebling street and occupying, if necessary, at the southeast corner of Metropolitan avenue and Roebling street, private property within the block bounded by Metropolitan avenue, Roebling street, Hope street and Havemeyer street; thence continuing under and along Roebling street, under and across Williamsburg Bridge plaza and under and along Roebling street again to a point therein at or near Division avenue; thence continuing and curving under and across Division avenue and Lee avenue into Taylor street; thence continuing southwesterly under and along Taylor street to a point therein at or near Wythe avenue, where the route will begin to emerge from the ground and, continuing along Taylor street to a point between Wythe avenue and Kent avenue, will ascend partly in open cut and partly upon embankment or viaduct and will become an elevated structure; thence continuing as an elevated structure and curving





southerly and southeasterly over and through private property within the block bounded by Taylor street, Kent avenue, Willson street and Wythe avenue into Kent avenue; thence continuing southeasterly as an elevated structure over and along Kent avenue to a point therein at or near Wallabout street, where it enters private property within the block bounded by Wallabout street, Kent avenue, Flushing avenue and Franklin avenue; thence over and through private property within said block, and over and across Flushing avenue and into and through private property within the block bounded by Flushing avenue, Kent avenue, Little Nassau street, Park avenue and Franklin avenue, crossing over Little Nassau street if necessary, descending within said last mentioned block by means of viaduct, embankment or open cut to subway or tunnel and entering Franklin avenue at a point therein at or near Park avenue; thence continuing southerly under and along Franklin avenue, occupying on the easterly side thereof private property between Lafayette avenue and Clifton place; thence continuing southerly under and along Franklin avenue to a point therein between Fulton street and Lefferts place; thence curving under Franklin avenue into, under and along the right of way of the existing Brighton Beach and Coney Island line of the New York Consolidated Railroad Company, occupying if necessary private property on either or both sides of said right of way, and passing under the Long Island Railroad in Atlantic avenue, and thence continuing southerly or southwesterly by subway, tunnel or open cut under and along said right of way or such private property and under and across the transverse or intersecting streets to a point in said right of way at or near Eastern parkway, the southerly terminus of the route, where a connection can conveniently be made with said Brighton Beach and Coney Island line.

GENERAL PLAN OF CONSTRUCTION

The general plan of construction hereby adopted for the foregoing route is as follows:

For the entire route there shall be two (2) tracks.

The tracks shall be substantially parallel with each other and on substantially the same level; except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, and at curves and for the purpose of avoiding grade crossings and at and near the northerly terminus of the route for the purpose of making a connection with said Fifty-ninth Street, Woodside and Astoria Route (Route No. 36) and said Steinway Tunnel and Queensboro Plaza Route (Route No. 50) and at and near the southerly terminus of the route for the purpose of making the connection with the said Brighton Beach and Coney Island line any of the tracks may be elevated above or depressed below the level of the other track or tracks to the extent that may be necessary.

The tracks from the point of beginning of the route over Queensboro Bridge plaza at or near Academy street and thence extending along the line of the route to a point in private property in the block bounded by Oakland street, Box street, Manhattan avenue and Ash street shall be carried upon an elevated structure or viaduct; the tracks from said point in private property in said block and passing across Box street and through private property in the block bounded by Oakland street, Box street, Manhattan avenue and Clay street shall be carried partly upon viaduct or embankment and partly in open cut, subway or tunnel; the tracks from a point within said last mentioned block at or near the intersection of Manhattan avenue and Clay street along the line of the route as above described to a point under Taylor street at or near Wythe avenue shall be in subway or tunnel; the tracks from said point in Taylor street and thence continuing along Taylor street to a point between Wythe avenue and Kent avenue will ascend partly in open cut and partly upon embankment or viaduct and will become an elevated structure; the tracks from thence along the line of the route as above described to a point in private property within the block bounded by Flushing avenue, Kent avenue, Little Nassau street, Park avenue and Franklin avenue shall be carried upon an elevated structure or viaduct; the tracks in

passing through said private property within said block bounded by Flushing avenue, Kent avenue, Little Nassau street, Park avenue and Franklin avenue will descend by means of viaduct, embankment and open cut to subway or tunnel; the tracks from thence along the line of the route as above described will be in subway or tunnel to a point within the right of way of the said Brighton Beach and Coney Island line, or within private property on either or both sides of said right of way; and the tracks from said point in said right of way or private property will be in tunnel, subway or open cut, passing under intersecting streets, to the southerly terminus of the route at or near Eastern parkway.

The tracks in Jackson avenue, East avenue, Manhattan avenue, Roebling street, Kent avenue and Franklin avenue shall be placed in general under or over the central part of the street so far as may be practicable, except that wherever required by special or local necessities or conditions and at curves and at stations and station approaches and, if necessary, for the purpose of tunneling by the shield method, the tracks or any one or more of them may be diverted as far as necessary to either side or both sides of said streets or any of them. Any part of the longitudinal streets of the route may be occupied so far as the purposes of this general plan require, but no part of the viaduct structure shall be within a distance of five (5) feet of the exterior lines or sides of any street along the route except at stations, station approaches, curves or at other points where special construction shall so require.

Where the tracks change from viaduct to tunnel or from tunnel to viaduct the change shall be so made as to involve the use of the street surface to the least extent consistent with the proper gradient for the tracks.

The roof of the said tunnels above mentioned shall be of iron or steel with brick or concrete arches, supported by iron or steel or masonry columns or resting upon masonry walls; or the roof may be a masonry structure; or the whole of the lining may be of metal.

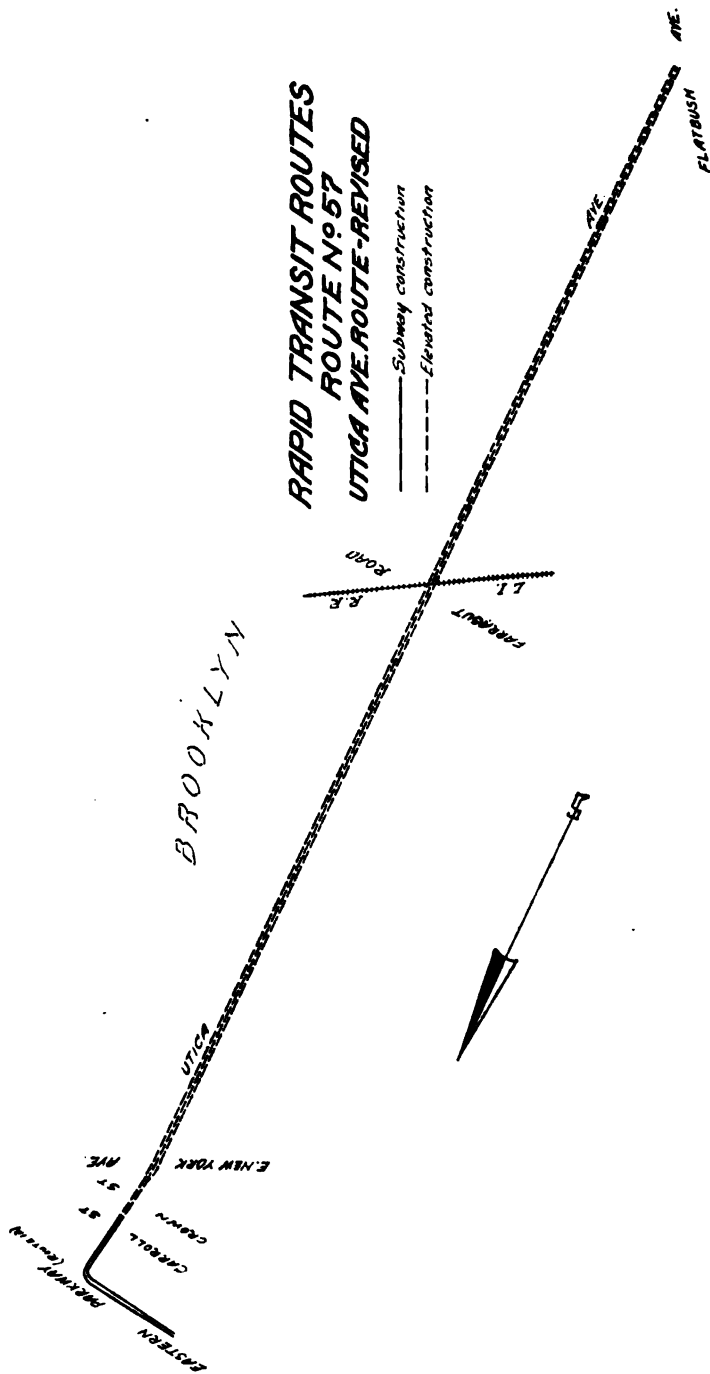
The said tunnels shall in no case be more than sixteen (16) feet in height in the clear, unless it shall be necessary to tunnel by the shield method, in which event the tracks may be placed in tubes which shall not exceed twenty (20) feet outside diameter; except that at stations, station approaches, fan chambers, emergency exits, duct manholes and at other points where special or local necessities or conditions or special methods of tunneling may require, such height in the clear or such diameter may be increased so far as necessary.

There shall be a width in the said tunnels not exceeding fifteen (15) feet for each track, in addition to the thickness of the supporting walls, unless it shall be necessary to tunnel by the shield method, in which event the tracks may be placed in tubes not exceeding twenty (20) feet outside diameter, as aforesaid; except that at stations, station approaches, fan chambers, emergency exits, duct manholes, switches, turnouts, curves and crossovers, and at other points where special construction shall so require, such width or diameter may be increased so far as necessary.

The roof of the tunnels when under the street shall be as near the surface of the street as street conditions, subsurface structures, grades and connections with other routes will conveniently permit, except that where any of the tracks may be depressed below the other track or tracks as above provided, the lower track or tracks may be depressed to the extent that may be necessary as aforesaid.

The tracks where constructed in subway or tunnel may be placed in the same tunnel, or there may be separate tunnels for one or more tracks, as shall be most convenient.

Viaducts shall be built with a width of not exceeding thirteen (13) feet for each track, and with an additional width of not exceeding three (3) feet on each side for outside footways, except that at stations, station approaches, switches, turnouts, curves and crossovers and at other points where special or local necessities or conditions or special construction shall so require, such width may be increased so far as necessary. The transverse girders may be



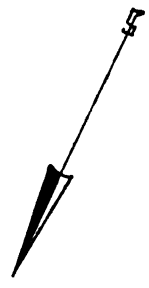
RAPID TRANSIT ROUTES
ROUTE No. 57
UTICA AVE. ROUTE-REVISED

—— Subway construction
---- Elevated construction

BROOKLYN

FLATBUSH
AVE.

Flatbush Ave.
L.I. R.R.
R.O.R.O.



EASTERN
PARKWAY
(near 57th St)
CARROLL ST
CROWN ST
E. NEW YORK
AVE.

extended and the supporting columns placed over such part of the streets or avenues of the route as may be necessary. Viaducts shall be built of metal or of masonry or of both.

The tracks on the elevated portions of the route, wherever constructed within a street, shall rest upon longitudinal and transverse girders supported by columns constructed at suitable intervals; and no portion of the said girders shall approach nearer than fourteen (14) feet to the surface of the roadway of the street, except that at stations and at other points where special or local necessities or conditions may exist, the bottom of the said girders may be not less than twelve (12) feet above the surface of the roadway. At the crossing over the Steinway Tunnel and Queensboro Plaza Route (Route No. 50) at Davis street and Ely avenue the bottom of the said girders shall be at least sixteen (16) feet above the top of rail of said Steinway Tunnel and Queensboro Plaza Route.

ROUTE NO. 57

UTICA AVENUE ROUTE

(South of Eastern Parkway)

Adopted by the Commission March 6, 1914. Approved by the Board of Estimate and Apportionment April 3, 1914, and by the Mayor April 10, 1914. The route as adopted is described as follows:

A route lying wholly within the Borough of Brooklyn, the center line of which shall begin at a point under Eastern parkway between Albany avenue and Troy avenue where connections can conveniently be made with the Eastern Parkway line described in the contract dated March 19, 1913, between The City of New York and Interborough Rapid Transit Company and extending thence easterly under Eastern parkway to a point near Utica avenue; curving thence in a general southeasterly direction under Eastern parkway and private property to and under Utica avenue and continuing thence southerly under Utica avenue to a point between Carroll street and Crown street where it emerges from the ground, rising to an elevated structure, and continuing thence southerly over and along Utica avenue to Flatbush avenue.

PLAN OF CONSTRUCTION

The general plan of construction adopted for the route hereinbefore described is as follows:

For the portion of the said route from the point of beginning under Eastern parkway between Albany avenue and Troy avenue to a point under Utica avenue between Carroll street and Crown street there shall be two (2) tracks; and for the remainder of the said route there shall be three (3) tracks.

All the tracks shall be substantially parallel with each other and on substantially the same level except that wherever required by special necessities or surface or subsurface structures or other special or local necessities and for the purpose of avoiding grade crossings any one or more of the tracks may be elevated above or depressed below the level of the other track or tracks to the extent that may be necessary. The tracks from the point of beginning, under Eastern parkway between Albany avenue and Troy avenue, to the point in Utica avenue where they emerge from the ground shall be in subway or tunnel, and from the last mentioned point to the southerly terminus of the said route the tracks shall be elevated above the street, being carried upon a viaduct over and along Utica avenue. The tracks shall be placed in general under or over the central part of the longitudinal streets in so far as may be practicable and convenient, but wherever required by special or local necessities or for curves or at stations or at station approaches, the tracks or any one or more of them may be diverted as far as necessary to one side or the other of such streets or any of them. Where the tracks change from tunnel to viaduct the change shall be so made

as to involve the use of the surface to the least possible extent consistent with the proper gradient for the tracks. For the portion of the route underground the entire width of the street may be used so far as is necessary for the purpose of this general plan; for the remainder of the route no portion of the structure shall approach within five (5) feet of the exterior line or side of any street occupied except at stations, station entrances, station approaches or at curves.

The roof of the tunnel shall be of iron or steel with brick or concrete arches supported when necessary by iron or steel or masonry columns or masonry walls; or the roof may be a masonry structure or the whole of the lining may be of masonry or metal or of both.

The roof of the tunnel when under a street shall be as near the surface as street or subsurface conditions and grades or connections to other lines or other special conditions will conveniently permit.

The tunnel shall not be more than sixteen (16) feet in height in the clear, except as may be required at stations or at other special points where the height may be increased as may be necessary.

There shall be a width in the tunnel not exceeding fifteen (15) feet for each track in addition to the thickness of the supporting walls, except that at stations, station approaches, switches, turnouts, curves and crossovers the width may be increased.

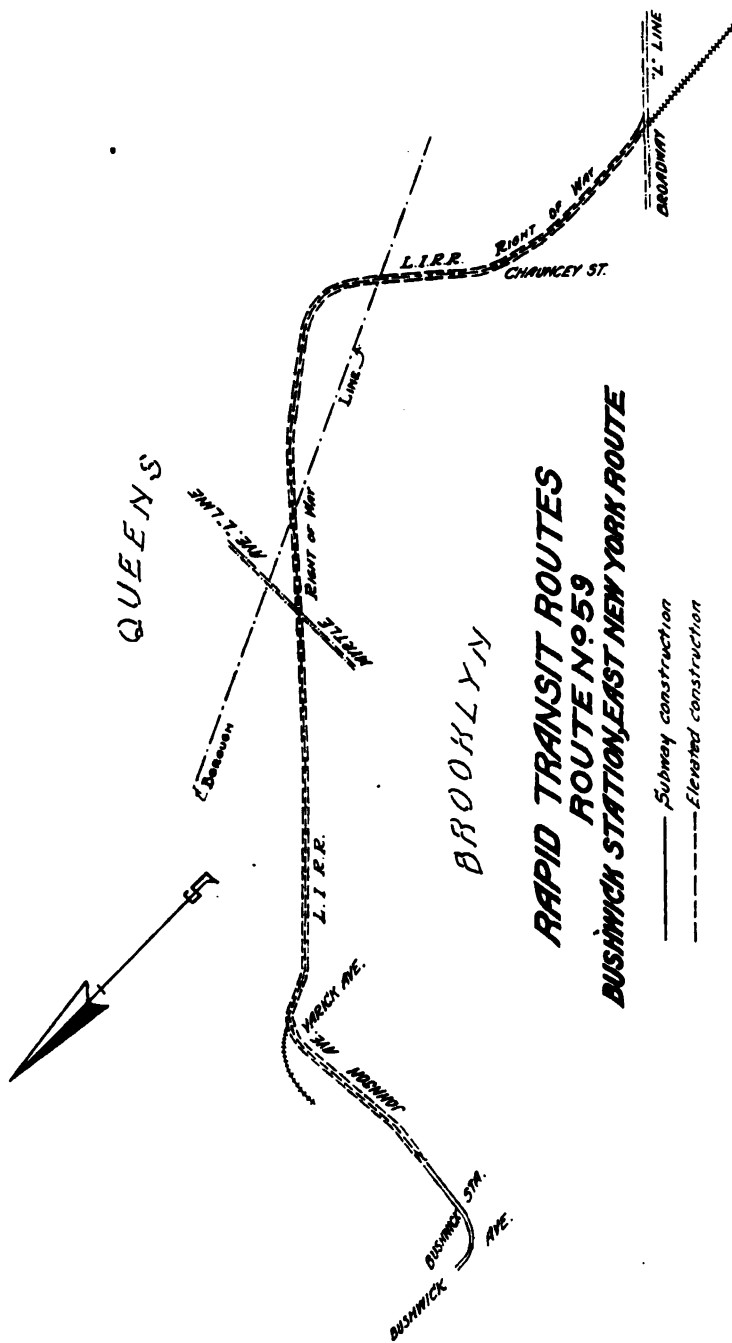
The counsel to the Commission reported October 20, 1914, that sufficient property owners' consents to validate this route had been secured.

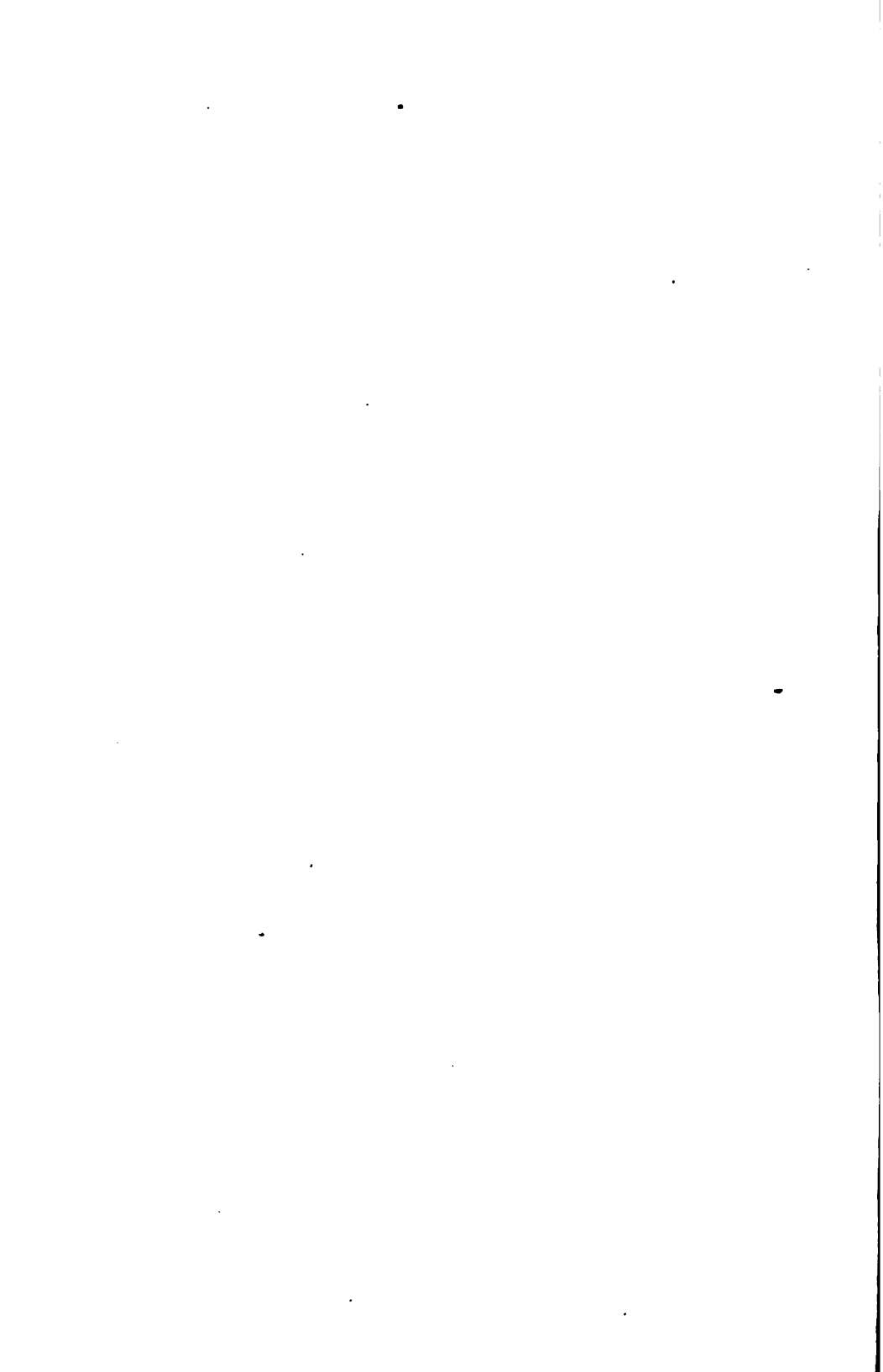
ROUTE NO. 59

BUSHWICK STATION-EAST NEW YORK ROUTE

Adopted by the Commission July 1, 1914. Approved by the Board of Estimate and Apportionment July 30, 1914, and by the Mayor July 30, 1914. The route as adopted is described as follows:

A route lying wholly within the Boroughs of Brooklyn and Queens and beginning at a point under Bushwick avenue in the Borough of Brooklyn at the southerly line of Scholes street, where a connection can be made with the Brooklyn, Manhattan and Long Island City Route (Route No. 10) as heretofore adopted and approved; and thence extending southerly under and along Bushwick avenue to a point therein at or near the southerly line of Meserole street; thence curving southerly and southeasterly under Bushwick avenue, through private property and under Montrose avenue to a point in Montrose avenue between Bushwick avenue and Bushwick place; thence continuing southeasterly under Montrose avenue and under and across Bushwick place, occupying, if necessary, private property at the southwest corner of Montrose avenue and Bushwick place, to a point in private property in the block bounded by Montrose avenue, Bushwick place, Johnson avenue and Waterbury street where the route will begin to emerge from the ground; thence continuing southeasterly through private property in said block and across Waterbury street and through private property again to a point in private property in the block bounded by Waterbury street, Montrose avenue, Bogart street and Johnson avenue, where the route will emerge from the ground; thence continuing southeasterly through private property in said block to a point therein at or near the northerly line of Johnson avenue, where the route will become an elevated structure; thence curving and continuing in an easterly direction into and over Johnson avenue and over Bogart street to a point in Johnson avenue between Bogart street and Morgan avenue; and thence continuing easterly over and along Johnson avenue to a point therein at or near Varick avenue; thence curving southeasterly over Varick avenue and private property to a point in the right of way of the Bushwick division of the Long Island Railroad in the block bounded by Varick avenue, Johnson avenue, Stewart avenue and Ingraham street; thence continuing in a general





southeasterly direction through private property within the limits of the right of way of said Bushwick division of the Long Island Railroad, occupying, where necessary, private property on either side or both sides of said right of way and crossing over intersecting streets and crossing over the Myrtle Avenue Elevated line, to a point at or near Cooper avenue; thence curving southeasterly, southerly and southwesterly through private property within the limits of said right of way, occupying, if necessary, private property on either side or both sides of said right of way, to a point between Irving avenue and Knickerbocker avenue; thence continuing in a general southwesterly direction through private property within the limits of said right of way, occupying, if necessary, private property on either side or both sides of said right of way, to a point at or near Central avenue; thence continuing in a general southerly direction through private property within the limits of said right of way, and occupying, if necessary, private property on either side or both sides of said right of way and crossing over intersecting streets, to a point in Aberdeen street at or near its intersection with Bushwick avenue; thence continuing in a general southeasterly direction and wholly or partly within the limits of said right of way over Aberdeen street, Bushwick avenue, private property, DeSales place, private property, Eastern parkway, private property, Stewart street, private property, Conway street and private property to a point in private property in the block bounded by Conway street, Bushwick avenue, Rose place and Broadway; and thence curving southeasterly over private property and Broadway to a point in Broadway at or near Rose place where a connection can conveniently be made with the existing elevated railroad or railroads over or along Broadway.

GENERAL PLAN OF CONSTRUCTION

The general plan of construction hereby adopted for the foregoing route is as follows:

For the entire route, except the portion thereof between the point of beginning under Bushwick avenue at Scholes street and a point in private property in the block bounded by Waterbury street, Montrose avenue, Bogart street and Johnson avenue, there shall be three (3) tracks. For the said portion of the route between the said point of beginning under Bushwick avenue at Scholes street and said point in private property in the block bounded by Waterbury street, Montrose avenue, Bogart street and Johnson avenue there shall be two (2) tracks.

All the tracks shall be substantially parallel with each other and on substantially the same level; except that wherever required by special necessities of surface or subsurface structures or other special or local necessities and at curves and for the purpose of avoiding grade crossings and at and near the southerly terminus of the route for the purpose of making the connection with the existing elevated railroad or railroads over or along Broadway, any one or more of the tracks may be elevated above or depressed below the level of the other track or tracks to the extent that may be necessary.

The tracks from the point of beginning of the route under Bushwick avenue at Scholes street and thence extending under Bushwick avenue, through private property, under Montrose avenue and Bushwick place and through private property again to a point in private property in the block bounded by Montrose avenue, Bushwick place, Johnson avenue and Waterbury street where the route will begin to emerge from the ground shall be in subway or tunnel. The tracks from the said point in private property in the block bounded by Montrose avenue, Bushwick place, Johnson avenue and Waterbury street where the route will begin to emerge from the ground and extending thence through private property and across Waterbury street and through private property again to a point in private property in the block bounded by Waterbury street, Montrose avenue, Bogart street and Johnson avenue where the route will emerge from the ground shall be in open cut. The tracks from the said point in private property in the block bounded by Waterbury street, Montrose avenue, Bogart street and Johnson avenue where the route will emerge from the ground and extending thence

through private property in said block to a point in said block at or near the northerly line of Johnson avenue where the route will become an elevated structure shall be carried upon embankment or viaduct or both. And the tracks from the said point in private property in said block bounded by Waterbury street, Montrose avenue, Bogart street and Johnson avenue where the route will become an elevated structure shall be carried upon a viaduct to the southerly terminus of the route.

The tracks in Johnson avenue shall be placed over the central part of said avenue so far as may be practicable, except that wherever required by special or local necessities or conditions and at curves and at stations and station approaches, the tracks or any one or more of them may be diverted as far as necessary to either side or both sides of said avenue. Any part of Johnson avenue may be occupied so far as the purposes of this general plan shall require.

The roof of the said tunnels above mentioned shall be of iron or steel with brick or concrete arches, supported by iron or steel or masonry columns or resting upon masonry walls; or the roof may be a masonry structure; or the whole of the lining may be of metal.

The said tunnels shall in no case be more than sixteen (16) feet in height in the clear, except that at stations, station approaches, fan chambers, emergency exits, duct manholes and at other points where special or local necessities or conditions or special methods of tunneling may require, such height in the clear may be increased so far as necessary.

There shall be a width in the said tunnels not exceeding eighteen (18) feet for each track, in addition to the thickness of the supporting walls, except that at stations, station approaches, fan chambers, emergency exits, duct manholes, switches, turnouts and crossovers and at other points where special or local necessities or conditions may require such width may be increased so far as necessary.

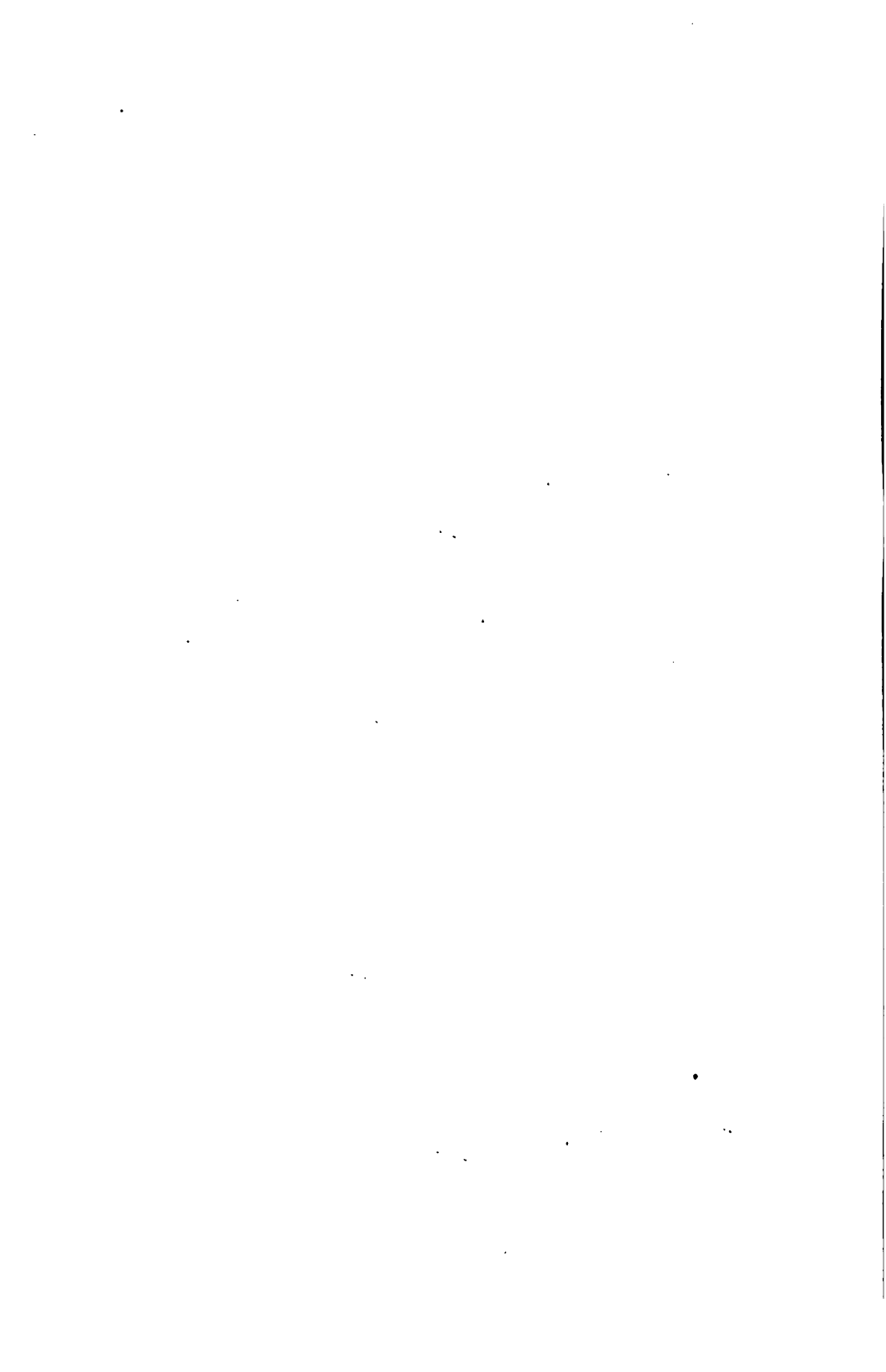
The roof of the said tunnels when under the street shall be as near the surface of the street as grades and street conditions will conveniently permit.

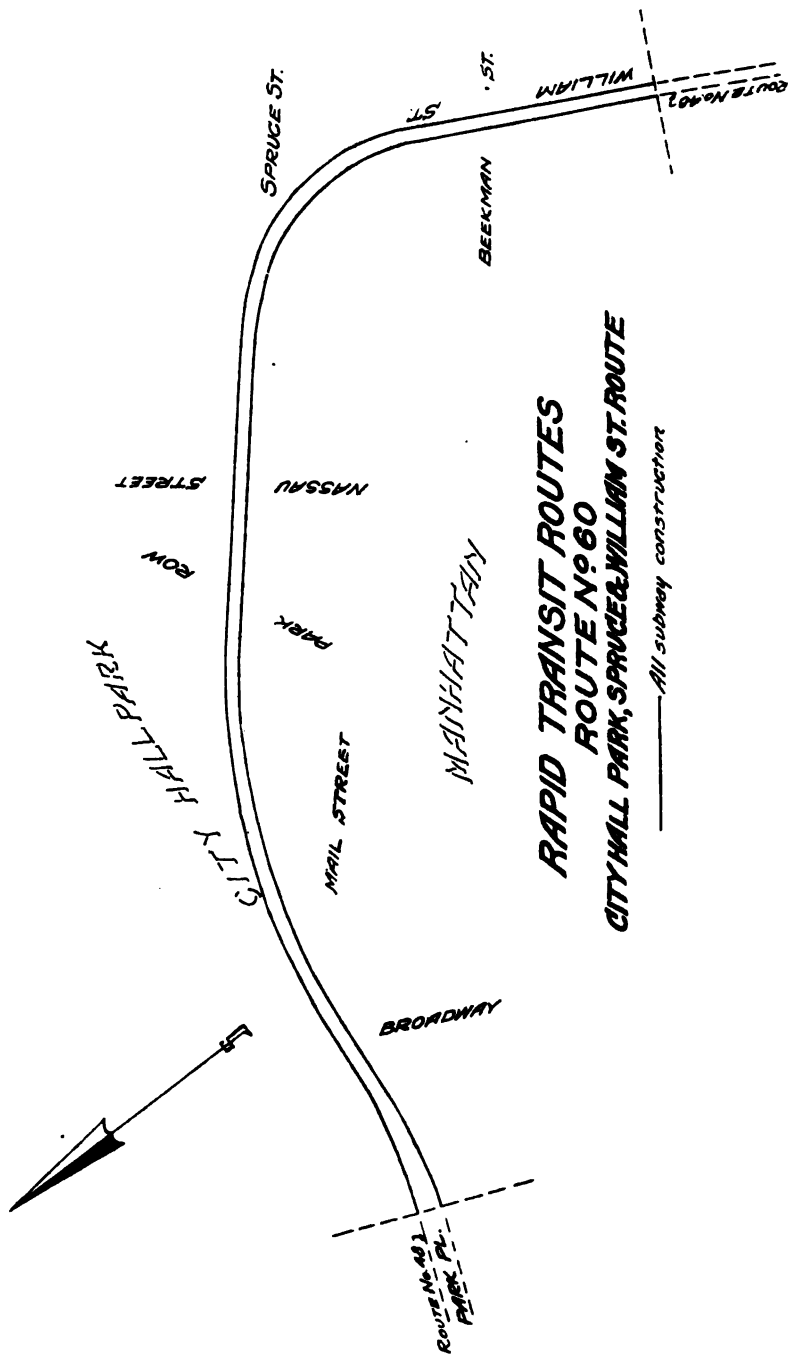
The tracks where constructed in subway or tunnel may be placed in the same tunnel, or there may be separate tunnels, as shall be most convenient.

Viaducts shall be built with a width of not exceeding thirteen (13) feet for each track and with an additional width of not exceeding three (3) feet on each side for outside footways, except that at stations, station approaches, switches, turnouts, curves and crossovers and at other points where special or local necessities or conditions or special construction may require, such width may be increased so far as necessary. Viaducts shall be built of metal or of masonry or of both.

The tracks on the elevated portion of the route, wherever constructed within a street, shall rest upon longitudinal and transverse girders supported by columns constructed at suitable intervals; and no portion of the said girders shall approach nearer than fourteen (14) feet to the surface of the roadway of the street, except that at stations and at other points where special or local necessities or conditions may exist, the bottom of the said girders may be not less than twelve (12) feet above the surface of the roadway. At the crossing over the Myrtle Avenue Elevated line the bottom of the said girders shall be at least sixteen (16) feet above the top of rail of said Myrtle Avenue Elevated line.

The work of securing property owners' consents for the validation of this route has been diligently prosecuted, but at the close of the year sufficient consents had not yet been obtained.





RAPID TRANSIT ROUTES
ROUTE No 60
CITY HALL PARK, SPRUCE & WILLIAM ST. ROUTE

— All subway construction

ROUTE NO. 60

CITY HALL PARK, SPRUCE AND WILLIAM STREET ROUTE

Adopted by the Commission May 28, 1914. Approved by the Board of Estimate and Apportionment June 12, 1914, and by the Mayor June 23, 1914. The route as adopted is described as follows:

A route lying wholly within the Borough of Manhattan and beginning at a point under Park place one hundred and fifty (150) feet west of the westerly line of Broadway, where a connection can be made with the Park Place, William and Clark Street Route as heretofore adopted and approved, and thence running in a general easterly direction under and along Park place and under and across Broadway, passing under the rapid transit railroad now under construction in Broadway, and crossing diagonally under Mall street to a point under City Hall park; thence curving and continuing in a general southeasterly direction under City Hall park and under and across Park row, passing under the existing rapid transit railroad in Park row and City Hall park, and under and along Spruce street, at a depth sufficient to pass under the proposed rapid transit railroad in Nassau street, to a point in Spruce street between Nassau street and William street; thence curving in a general southerly direction under Spruce street, private property and William street to a point in William street between Spruce street and Beekman street; and thence continuing southerly under and along William street to a point therein one hundred and fifty (150) feet south of the southerly line of Beekman street, where a connection can be made with said Park Place, William and Clark Street Route.

GENERAL PLAN OF CONSTRUCTION

The general plan of construction hereby adopted for the foregoing route is as follows:

For the entire route there shall be two (2) tracks.

The tracks shall be placed in subway or tunnel substantially parallel with each other and on substantially the same level, except that wherever required by special necessities of surface or subsurface structures or other special or local necessities and at stations and station approaches any of the tracks may be depressed not more than thirty (30) feet below the level of the other track or tracks.

The tracks shall be placed under such parts of the longitudinal streets of the route as may be most practicable and any part of such streets may be occupied so far as the purposes of this general plan shall require.

The tunnels shall be at such a depth below the surface of the streets as grades and the necessity of passing under the rapid transit railroad now under construction in Broadway and under the existing rapid transit railroad in Park row and City Hall park and under the proposed rapid transit railroad in Nassau street shall require.

The roof of the tunnels shall be of iron or steel with brick or concrete arches, supported by iron or steel or masonry columns or resting upon masonry walls; or the roof may be a masonry structure; or the whole of the lining may be of metal.

The tunnels shall in no case be more than sixteen (16) feet in height in the clear, unless it shall be necessary to tunnel by the shield method, in which event the tracks may be placed in tubes not exceeding twenty (20) feet in outside diameter; except that stations, station approaches, fan chambers, emergency exits, switches, turnouts, curves and crossovers and at other points where special or local necessities or conditions or special methods of tunnelling may require, such height in the clear or such diameter may be increased so far as necessary.

There shall be a width in the tunnels not exceeding fifteen (15) feet for each track, in addition to the thickness of the supporting walls, unless it shall be necessary to tunnel by the shield method, in which event the tracks

may be placed in tubes not exceeding twenty (20) feet in outside diameter, as aforesaid, except that at stations, station approaches, fan chambers, emergency exits, switches, turnouts, curves and crossovers and at other points where special or local necessities or conditions may require such width or diameter may be increased so far as necessary.

The tracks may at any point or points of the said route be placed in the same tunnel or there may be separate tunnels for one or more tracks, as shall be most convenient.

The tracks may be connected by necessary and suitable switches and connections, and an additional track for siding accommodations may be constructed between the westerly line of Broadway and the easterly line of Nassau street.

ROUTE NO. 52

FLUSHING ROUTE

[Revised and reprinted from Annual Report for 1913.]

This route was originally laid out by the Commission February 4, 1913. On April 3, 1913, the Board of Estimate and Apportionment returned to the Commission the resolutions adopting this route, without having taken action thereon. Thereupon the Commission, April 22, 1913, rescinded the resolutions of February 4, 1913, and adopted a new route substantially the same as the original route except that it provided for a subway on that portion of the route which passes through Amity street, while the original route provided for an elevated structure throughout the entire length. As a result of conferences held with representatives of the Board of Estimate and Apportionment, and in view of a proposed change of grade on Roosevelt avenue west of Flushing avenue, and because of a plan to widen Amity street west of Lawrence street, the Commission on June 3, 1913, rescinded the resolutions of April 22, 1913, and adopted a third route substantially the same as those preceding, with the changes noted in the resolutions of April 22, 1913, except that in the route as finally adopted the taking of private property is unnecessary to construct the portal for the change from elevated to subway construction. This final route was approved by the Board of Estimate and Apportionment June 12, 1913, and by the Mayor June 17, 1913. This route is described as follows:

A route lying wholly within the Borough of Queens, the centre line of which shall begin at a point over Roosevelt avenue at or near Prime street, where a connection can conveniently be made with the Roosevelt Avenue Route adopted by this Commission by resolutions of October 10, 1911; running thence in a general northeasterly and easterly direction over and along Roosevelt avenue, over the right of way of the Long Island Railroad and over and across the Flushing river to a point in Roosevelt avenue between the Flushing river and Wateredge avenue; thence curving northerly over Roosevelt avenue and Wateredge avenue, occupying, if necessary for the purpose of the curve, private property at the northwest corner of Roosevelt avenue and Wateredge avenue to Amity street; thence continuing in a general northeasterly direction over, along and through Amity street to a point therein at or near Lawrence street where the route passes into subway or tunnel; thence continuing northeasterly under Amity street to a point therein between Wentworth avenue and Boerum avenue; thence curving easterly under Amity street and Boerum avenue to a point in private property in the block bounded by Amity street, Boerum avenue, Marston avenue and Murray street; thence continuing easterly under private property in said block and under Marston avenue and Murray street to a point in private property in the block bounded by Marston avenue, Murray street, the right of way of the Long Island Railroad and Dunsing street, where the

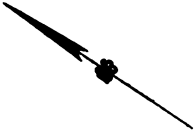
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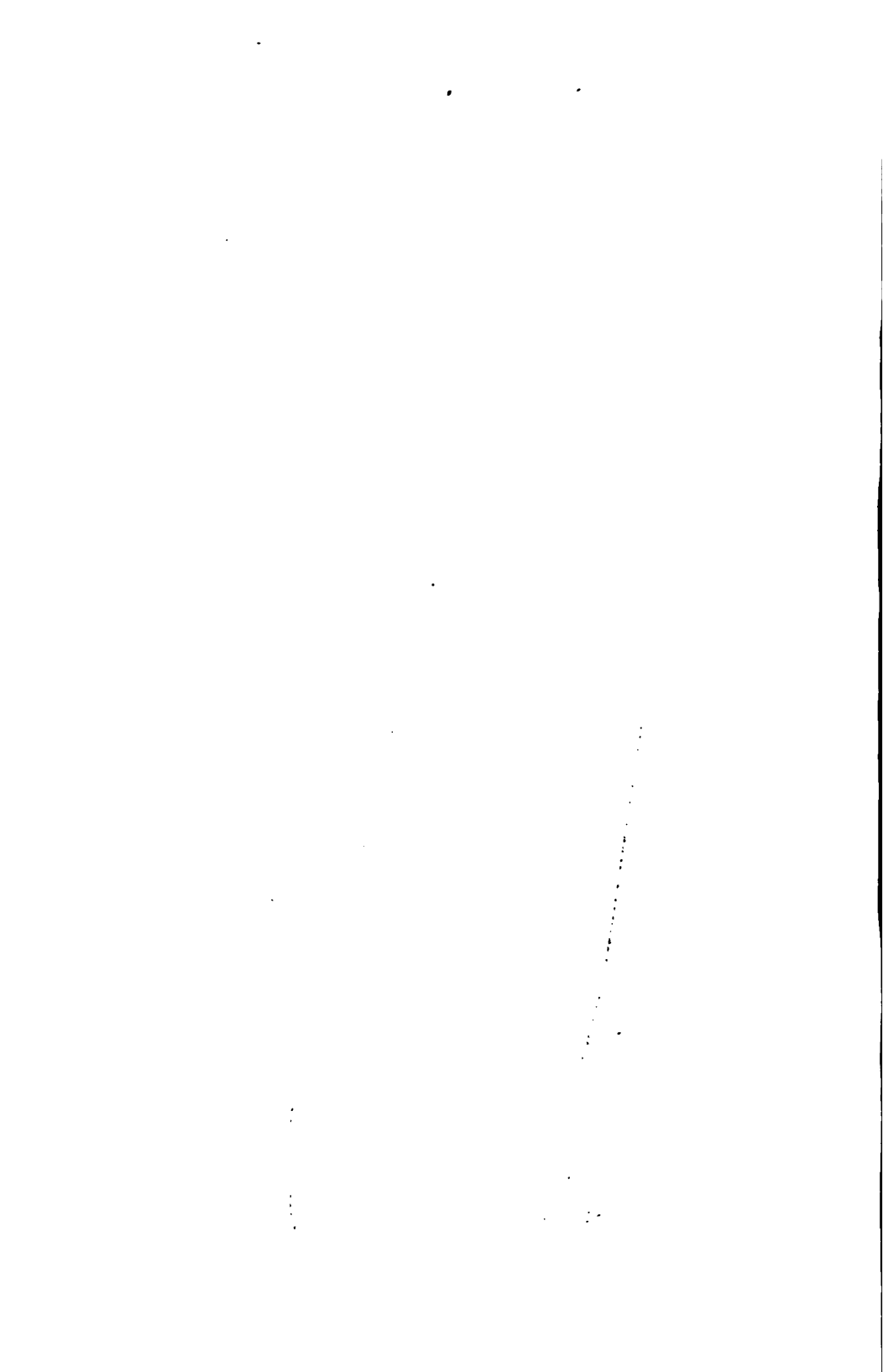
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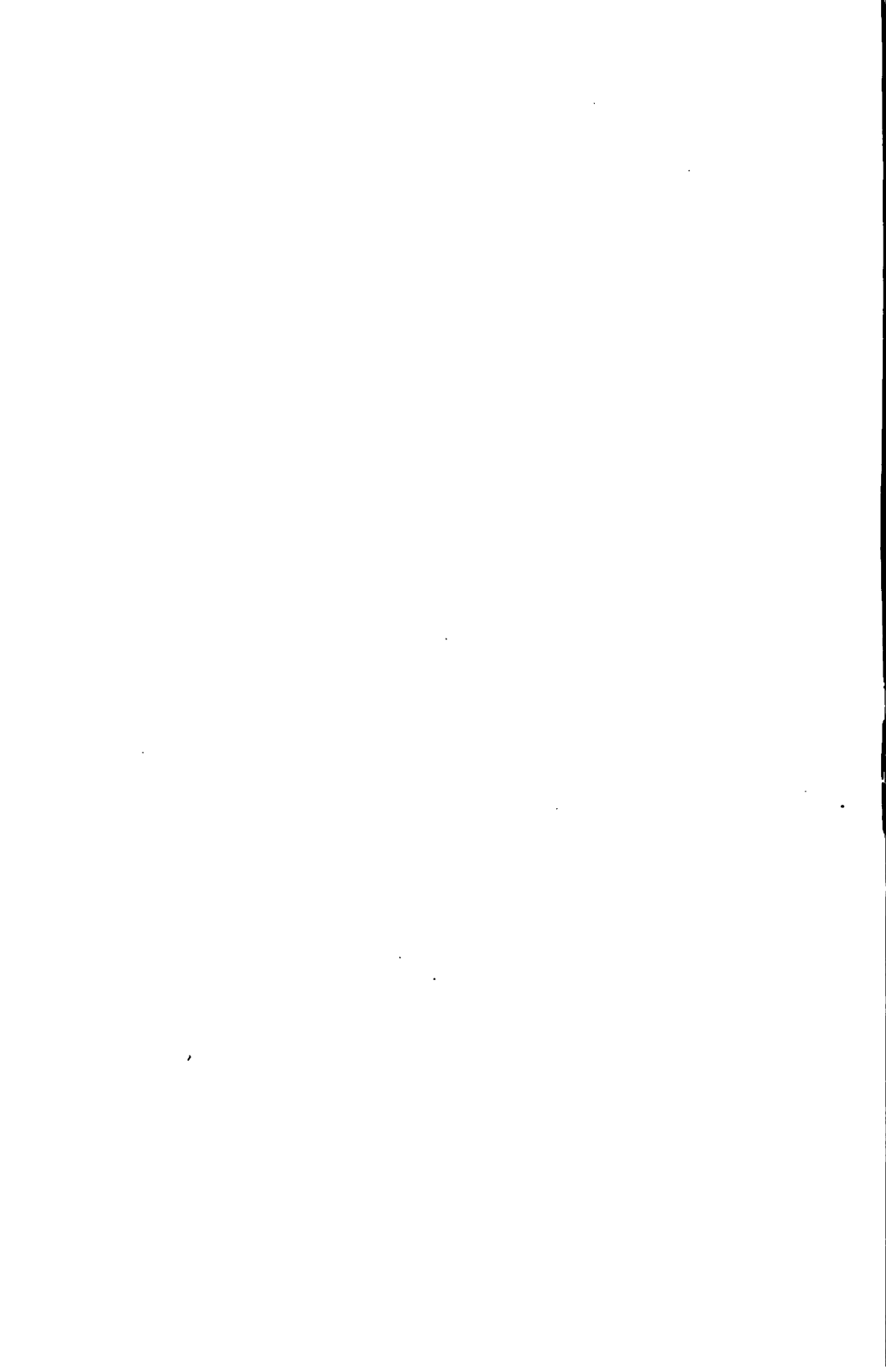
Connection with Abuse will be Abuse.





route begins to emerge from the ground; thence continuing northeasterly through private property in said block and across Dunsing street and along Matthew place, occupying if necessary private property on either or both sides of Matthew place to a point in Matthew place at or near Eagles street, where the route becomes an elevated structure; thence curving easterly over Matthew place, private property at the southwest corner of Matthew place and Forbes street, and over Forbes street, occupying if necessary private property at the southeast corner of Matthew place and Forbes street, to a point over the right of way of the Long Island Railroad; thence curving northeasterly over the said right of way and over Lucerne place to a point in Lucerne place at or near Gerold street; thence continuing northeasterly over and along Lucerne place, occupying if necessary private property on either or both sides thereof, to Haydock street; thence still northeasterly over and across Haydock street and over private property between the right of way of the Long Island Railroad and Lucerne place to Joslin street and over and across Joslin street and over private property and over and across Jackson avenue (formerly Broadway) to Station road; thence still northeasterly over and along Station road, occupying if necessary private property on either or both sides thereof and crossing over intersecting streets, to a point in Station road at or near Pinford place; thence curving easterly and northeasterly over Station road, Pinford place and private property between the right of way of the Long Island Railroad and Station road to a point in Station road at or near Quaker place; thence continuing northeasterly over and along Station road, occupying if necessary private property on either or both sides thereof and crossing over intersecting streets, to Utoria parkway; thence still northeasterly over and along Station road to a point therein between Belton street and Calhoun street; thence curving northerly and northeasterly over and across private property, the right of way of the Long Island Railroad, private property, Linn street, private property and Beechurst avenue to Warburton avenue; and thence continuing northeasterly over and along Warburton avenue to Bayside boulevard.

The work of securing property owners' consents for the validation of this route has been undertaken by owners of property in Flushing and other points along the route. At the close of the year the required amount in valuation of property had not been obtained, though considerable progress had been made; the indications being that sufficient consents can be secured with little difficulty.



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may be placed in tubes not exceeding twenty (20) feet in outside diameter, as aforesaid, except that at stations, station approaches, fan chambers, emergency exits, switches, turnouts, curves and crossovers and at other points where special or local necessities or conditions may require such width or diameter may be increased so far as necessary.

The tracks may at any point or points of the said route be placed in the same tunnel or there may be separate tunnels for one or more tracks, as shall be most convenient.

The tracks may be connected by necessary and suitable switches and connections, and an additional track for siding accommodations may be constructed between the westerly line of Broadway and the easterly line of Nassau street.

ROUTE NO. 52

FLUSHING ROUTE

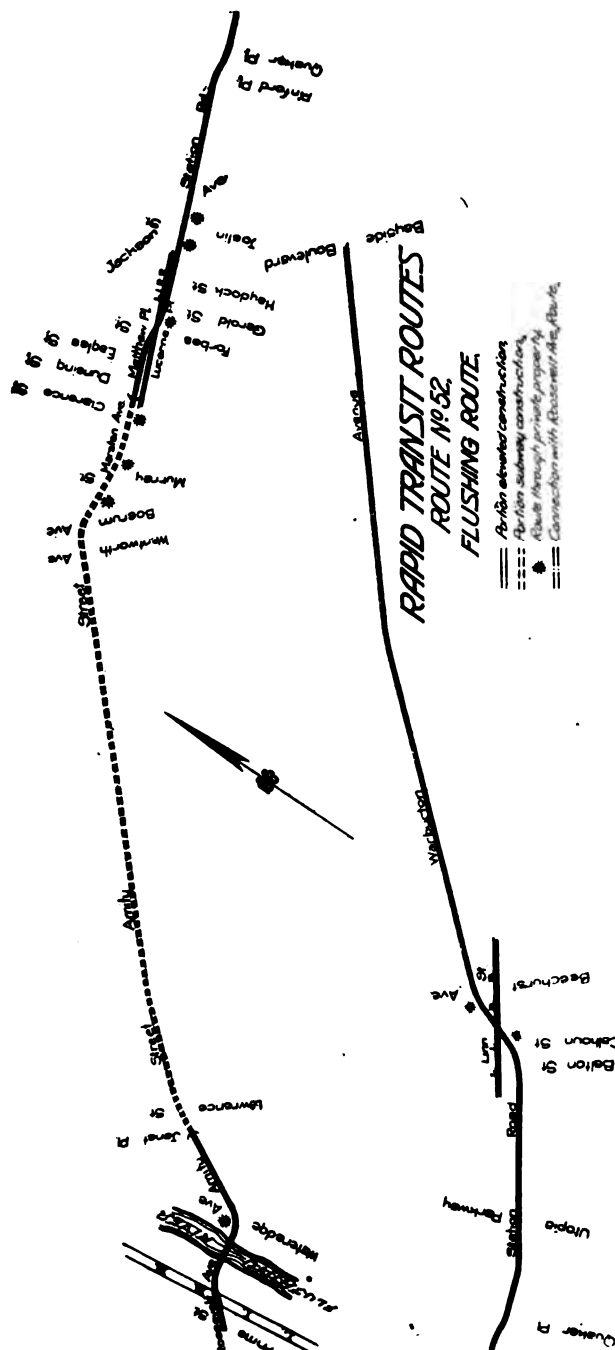
[Revised and reprinted from Annual Report for 1913.]

This route was originally laid out by the Commission February 4, 1913. On April 3, 1913, the Board of Estimate and Apportionment returned to the Commission the resolutions adopting this route, without having taken action thereon. Thereupon the Commission, April 22, 1913, rescinded the resolutions of February 4, 1913, and adopted a new route substantially the same as the original route except that it provided for a subway on that portion of the route which passes through Amity street, while the original route provided for an elevated structure throughout the entire length. As a result of conferences held with representatives of the Board of Estimate and Apportionment, and in view of a proposed change of grade on Roosevelt avenue west of Flushing avenue, and because of a plan to widen Amity street west of Lawrence street, the Commission on June 3, 1913, rescinded the resolutions of April 22, 1913, and adopted a third route substantially the same as those preceding, with the changes noted in the resolutions of April 22, 1913, except that in the route as finally adopted the taking of private property is unnecessary to construct the portal for the change from elevated to subway construction. This final route was approved by the Board of Estimate and Apportionment June 12, 1913, and by the Mayor June 17, 1913. This route is described as follows:

A route lying wholly within the Borough of Queens, the centre line of which shall begin at a point over Roosevelt avenue at or near Prime street, where a connection can conveniently be made with the Roosevelt Avenue Route adopted by this Commission by resolutions of October 10, 1911; running thence in a general northeasterly and easterly direction over and along Roosevelt avenue, over the right of way of the Long Island Railroad and over and across the Flushing river to a point in Roosevelt avenue between the Flushing river and Wateredge avenue; thence curving northerly over Roosevelt avenue and Wateredge avenue, occupying, if necessary for the purpose of the curve, private property at the northwest corner of Roosevelt avenue and Wateredge avenue to Amity street; thence continuing in a general northeasterly direction over, along and through Amity street to a point therein at or near Lawrence street where the route passes into subway or tunnel; thence continuing northeasterly under Amity street to a point therein between Wentworth avenue and Boerum avenue; thence curving easterly under Amity street and Boerum avenue to a point in private property in the block bounded by Amity street, Boerum avenue, Marston avenue and Murray street; thence continuing easterly under private property in said block and under Marston avenue and Murray street to a point in private property in the block bounded by Marston avenue, Murray street, the right of way of the Long Island Railroad and Dunsing street, where the

BEACHSIDE VISIT ROUTES

Arbion elevated construction
Arbion subway construction
Route through private property
Connection with Rosewell Ave.



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